











**ADMINISTRATION REPORT**  
**ON THE**  
**RAILWAYS IN INDIA**  
**FOR THE**  
**Calendar year 1906**

**BY**  
**THE RAILWAY BOARD.**



**Dated the 20th May 1907.**

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## APPENDIX 1.

List of open lines of Railway at the close of the calendar year 1906 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

| Num-ber.     |           | Name of Railway.                     | Letters used to denote names of railway. | Railway administration by which worked.  | Date of first opening of any portion for traffic. | Gauge.    | LENGTH OF RAILWAY, IN MILES, OPEN ON 31ST DECEMBER 1906, UNDER SEVERAL HEADS OF CLASSIFICATION. |          |                     |                   |                     |  |        |       |   |               | REMARKS. |
|--------------|-----------|--------------------------------------|--|--|---|-----------|---|----------|---------------------|-------------------|---------------------|--|--------|-------|---|---------------|----------|
| Main head.   | Sub-head. |                                      |  |  |   |           | State lines worked by agency of   |          | Guaranteed railway. | Assisted railway. | Unassisted railway. | Lines owned by Native States and worked by agency of |        |       | Lines in process of construction.   |               |          |
|              |           |                                      |  |  |   |           | State railway.  | Company. |                     |                   |                     |  |        |       |   | Native State. | Company. |
| A            |           |                                      |  |  |   |           |   |          |                     |                   |                     |  |        |       |   |               |          |
| 5            | (b)       | Agra-Delhi Chord.                    | A. D. C.                                 | Great Indian Peninsula Ry. Co.           | 15-11-04  | 5' 6"     | ...   | 125.99   | ...                 | ...               | ...                 | ...  | ...    | ...   | ...   |               |          |
| 2            | (g)       | Ahmedabad-Dholka                     | A. D.                                    | Bombay, Baroda and Central India Ry. Co. | 23-2-03   | 3' 3 1/2" | ...   | ...      | ...                 | 37.50             | ...                 | ...  | ...    | ...   | Rebate lines.   |               |          |
| 2            | (h)       | Ahmedabad-Patan-ly.                  | A. P.                                    |  | 1-6-07  | 3' 3 1/2" | ...   | ...      | ...                 | 54.79             | ...                 | ...  | ...    | ...   |   |               |          |
| 9            | (h)       | Amritsar-Patli                       | A. P. T.                                 | North Western State Ry.                  | 21-9-06   | 5' 6"     | ...   | ...      | ...                 | 27.10             | ...                 | ...  | ...    | ...   |   |               |          |
| 11           | (a)       | Assam Bengal                         | A. B.                                    | Assam-Bengal Ry. Co.                     | 1-7-05  | 3' 3 1/2" | ...   | 773.28   | ...                 | ...               | ...                 | ...  | ...    | ...   | ...   |               |          |
| 6            | (b)       | Azhal-Mangalore                      | A. M.                                    | Madras Ry. Co.                           | 21-9-06   | 5' 6"     | ...   | 66.35    | ...                 | ...               | ...                 | ...  | ...    | ...   | ...   |               |          |
| B            |           |                                      |  |  |   |           |   |          |                     |                   |                     |  |        |       |   |               |          |
| 24           | (a)       | Barnat-Basirhat Light.               | B. B. L.                                 | Barnat-Basirhat Light Ry. Co.            | 1-2-05  | 2' 6"     | ...   | ...      | ...                 | 20.06             | ...                 | ...  | ...    | ...   | Subsidized by District Board.   |               |          |
| 25           | (a)       | Bara Light                           | B. L.                                    | Bara Light Ry. Co.                       | 1-3-07  | 2' 6"     | ...   | ...      | ...                 | 78.50             | ...                 | ...  | ...    | ...   | Government land provided free.  |               |          |
| 22           | (b)       | Bellary-Rayadrug                     | B. R.                                    | Southern Mahratta Ry. Co.                | 1-7-05  | 3' 3 1/2" | ...   | 33.35    | ...                 | ...               | ...                 | ...  | ...    | ...   | ...   |               |          |
| 12           | (a)       | Bengal and North-Western.            | B. & N. W.                               | Bengal and North-Western Ry. Co.         | 2-1-84  | 3' 3 1/2" | ...   | ...      | ...                 | 942.18            | ...                 | ...  | ...    | ...   | Government land provided free.  |               |          |
| 13           | (a)       | Bengal-Dumra                         | B. D.                                    |  | 15-1-93   | 3' 3 1/2" | ...   | ...      | ...                 | 38.49             | ...                 | ...  | ...    | ...   | Subsidized by District Board.   |               |          |
| 13           | (a)       | Bengal-Dumra Extension               | B. D. E.                                 |  | 20-1-00   | 3' 3 1/2" | ...   | ...      | ...                 | 116.56            | ...                 | ...  | ...    | ...   | Government land provided free.  |               |          |
| 1            | (a)       | Bengal-Nagpur                        | B. N.                                    | Bengal-Nagpur Ry. Co.                    | 18-0  | 5' 6"     | ...   | 1,004.61 | ...                 | ...               | ...                 | ...  | ...    | ...   | ...   |               |          |
| 6            | (b)       | Bezwada Extension                    | B. E.                                    | Nizam's Guaranteed State Ry. Co.         | 10-2-09   | 5' 6"     | ...   | 20.68    | ...                 | ...               | ...                 | ...  | ...    | ...   | ...   |               |          |
| 14           | (a)       | Bhavnagar-Gandhinagar-Forbandar      | B. G. J. P.                              | Bhavnagar-Gandhinagar-Forbandar Ry.      | 20-12-80  | 3' 3 1/2" | ...   | ...      | ...                 | ...               | 344.19              | ...  | ...    | ...   | Includes 5.23 miles of dock estate and quarry lines.  |               |          |
|              |           | Bhopal-Harsa (British section).      | B. I.                                    |  | 1-6-82  | 5' 6"     | ...   | 13.11    | ...                 | ...               | ...                 | ...  | ...    | ...   | ...   |               |          |
|              |           | Bhopal-Harsa (Native State section). | B. I.                                    |  | 18-11-84  | 5' 6"     | ...   | ...      | ...                 | ...               | ...                 | ...  | 44.28  | ...   | ...   |               |          |
| 5            | (d)       | Bhopal-Ujain                         | B. U.                                    | Great Indian Peninsula Ry. Co.           | 11-11-06  | 5' 6"     | ...   | ...      | ...                 | ...               | ...                 | ...  | 113.7  | ...   | ...   |               |          |
| 18           | (b)       | Bikaner                              | B. B.                                    | Jodhpur-Bikaner Ry.                      | 9-12-01   | 3' 3 1/2" | ...   | ...      | ...                 | ...               | 245.35              | ...  | ...    | ...   | ...   |               |          |
| 5            | (a)       | Bombay-Gowda-Bombay.                 | B. G. B.                                 | Great Indian Peninsula Ry. Co.           | 25-9-05   | 5' 6"     | ...   | ...      | ...                 | ...               | ...                 | ...  | 145.61 | ...   | ...   |               |          |
| 22           | (c)       | Bombay-Shimoga                       | B. S. G.                                 | Southern Mahratta Ry. Co.                | 1-12-89   | 3' 3 1/2" | ...   | ...      | ...                 | ...               | ...                 | ...  | 37.02  | ...   | ...   |               |          |
| 2            | (a)       | Bombay, Baroda and Central India.    | B. B. & C. I.                            | Bombay, Baroda and Central India Ry. Co. | 10-2-00   | 5' 6"     | ...   | 604.35   | ...                 | ...               | ...                 | ...  | ...    | ...   | Includes 39.23 miles of 3' 4 1/2" gauge line between Viranganam and Wadhwan.  |               |          |
| 20           | (a)       | Bukhtnarpore-Dehar Light.            | B. B.                                    | Bukhtnarpore-Dehar Light Ry. Co.         | 1-7-04  | 2' 6"     | ...   | ...      | ...                 | 18.60             | ...                 | ...  | ...    | ...   | Subsidized by District Board.   |               |          |
| 16           | (a)       | Burma                                | B.                                       | Burma Railway Co.                        | 2-5-77  | 3' 3 1/2" | ...   | 1,310.15 | ...                 | ...               | ...                 | ...  | ...    | ...   | ...   |               |          |
| C            |           |                                      |  |  |   |           |   |          |                     |                   |                     |  |        |       |   |               |          |
| 10           | (c)       | Cawnpore-Burhwal (metre gauge link). | C. B. M.                                 | Oudh and Rohilkhand State Ry.            | 21-11-00  | 3' 3 1/2" | 79.0  | ...      | ...                 | ...               | ...                 | ...  | ...    | ...   | Excludes 3.40 miles of the Lucknow-Bareilly railway between Aishahing and Dalganj, worked over, but includes 16.79 miles of mixed 5' 6" and 3' 3 1/2" gauge line between Burhwal and Barabanki and 0.20 mile on the Cawnpore Bridge of the Oudh and Rohilkhand State Railway. |               |          |
| 3            | (d)       | Cooch-Bihar                          | C. B.                                    | Eastern Bengal State Ry.                 | 15-9-03   | 2' 6"     | ...   | ...      | ...                 | ...               | ...                 | ...  | ...    | 39.60 | ...   |               |          |
| 27           | (a)       | Cutch                                | C.                                       | Cutch Ry.                                | 18-8-05   | 2' 6"     | ...   | ...      | ...                 | ...               | 11.67               | ...  | ...    | ...   | ...   |               |          |
| D            |           |                                      |  |  |   |           |   |          |                     |                   |                     |  |        |       |   |               |          |
| 9            | (f)       | Dandot Light                         | D. L.                                    | North Western State Ry.                  | 5-7-80  | 2' 6"     | 0.18  | ...      | ...                 | ...               | ...                 | ...  | ...    | ...   | ...   |               |          |
| 35           | (a)       | Darjeeling-Himalayan.                | D. H.                                    | Darjeeling-Himalayan Ry. Co.             | 23-8-80   | 2' 0"     | ...   | ...      | ...                 | 61.00             | ...                 | ...  | ...    | ...   | Subsidized by the Local Government.   |               |          |
| 4            | (b)       | Delhi-Umballa-Kalka.                 | D. U. K.                                 | East Indian Ry. Co.                      | 1-3-81  | 5' 6"     | ...   | ...      | ...                 | 168.36            | ...                 | ...  | ...    | ...   | Subsidized by the Government of India.  |               |          |
| 16           | (a)       | Deoghur                              | D.                                       | Deoghur Ry. Co.                          | 23-12-82  | 3' 3 1/2" | ...   | ...      | ...                 | 4.70              | ...                 | ...  | ...    | ...   | Government land provided free.  |               |          |
| Carried over |           |                                      |  |  |   |           | 88.78   | 4,603.07 | ...                 | 1,562.06          | ...                 | 691.21   | 341.10 | 33.00 | ...   |               |          |

## APPENDIX 1—contd.

List of open lines of Railway at the close of the calendar year 1906 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

| No. of miles. |          | Name of Railway.  | Length in miles. | Railway administration by which worked.          | Date of first opening of any portion for traffic. | Gauge.    | LENGTH OF RAILWAY, IN MILES, OPEN ON 31st DECEMBER 1906, UNDER SEVERAL HEADS OF CLASSIFICATION. |                     |                   |                     |  |               |          |        |  |        | REMARKS. |
|---------------|----------|---|------------------|--|---|-----------|---|---------------------|-------------------|---------------------|--|---------------|----------|--------|--|--------|----------|
| State.        | Company. |   |                  |  |   |           | State lines worked by agency of   | Guaranteed railway. | Assisted railway. | Unassisted railway. | Lines owned by Native States and worked by agency of | Native State. | Company. | State. | Company.   | State. |          |
|               |          | D—contd.  |                  |  | Brought forward                                   | 5' 7 1/2" | 1,563.67  | ...                 | 1,542.14          | ...                 | 591.21   | 341.10        | 93.00    | ...    |  |        |          |
| 14            | (b)      | Dhulegaon   | D. H. R.         | Dhulegaon Goods and Junagadh-Bombay Ry.          | 1-6-06  | 3' 3"     | ...   | ...                 | ...               | ...                 | 2.83   | ...           | ...      | ...    |  |        |          |
| 17            | (a)      | Dhulegaon   | D. S.            | Assam Railway and Trading Co.                    | Aug. 82   | 3' 3 1/2" | ...   | ...                 | ...               | 77.50               | ...  | ...           | ...      | ...    | Subsidized by Local Government.  |        |          |
|               |          | E   |                  |  |   |           |   |                     |                   |                     |  |               |          |        |  |        |          |
|               |          | Eastern Bengal State—   |                  |  |   |           |   |                     |                   |                     |  |               |          |        |  |        |          |
|               |          | Behar, Kaimbhar, Bhola and Northern sections.   |                  |  | 24-8-77   | 3' 3 1/2" | 732.20  | ...                 | ...               | ...                 | ...  | ...           | ...      | ...    |  |        |          |
| 3             | (b)      | British section, Sontabari, Jaisankar and Raughat-Krishna and Terak-Krishna branches. | I. H. S. R.      | Eastern Bengal State Ry.                         | 1-7-78  | 2' 6"     | 55.01   | ...                 | ...               | ...                 | ...  | ...           | ...      | ...    |  |        |          |
|               |          | Dacca section.  |                  |  | 4-7-78  | 3' 3 1/2" | 85.91   | ...                 | ...               | ...                 | ...  | ...           | ...      | ...    |  |        |          |
| 3             | (a)      | Central, Eastern and Southern sections.   | E. H. S.         |  | 2-1-78  | 5' 6"     | 407.00  | ...                 | ...               | ...                 | ...  | ...           | ...      | ...    |  |        |          |
| 4             | (c)      | East Indian   | E. I. R.         | East Indian Ry. Co.                              | 15-8-54   | 5' 6"     | 2,163.73  | ...                 | ...               | ...                 | ...  | ...           | ...      | ...    |  |        |          |
|               |          | G   |                  |  |   |           |   |                     |                   |                     |  |               |          |        |  |        |          |
| 2             | (a)      | Gadkwar's Dubbar  | G. D.            |  | 8-4-78  | 2' 6"     | ...   | ...                 | ...               | ...                 | ...  | 84.4          | ...      | ...    |  |        |          |
| 2             | (b)      | Gadkwar's Mohan   | G. M.            | Berhampore, Berhampore and Central India Ry. Co. | 21-3-87   | 3' 3"     | ...   | ...                 | ...               | ...                 | ...  | 92.03         | ...      | ...    |  |        |          |
| 2             | (d)      | Gadkwar's Patna-Nagda   | G. P. N.         |  | 16-1-90   | 3' 6"     | ...   | 141.14              | ...               | ...                 | ...  | ...           | ...      | ...    |  |        |          |
| 5             | (a)      | Great Indian Peninsula  | G. I. P.         | Great Indian Peninsula Ry. Co.                   | 18-4-53   | 5' 6"     | 1,501.63  | ...                 | ...               | ...                 | ...  | ...           | ...      | ...    |  |        |          |
| 22            | (a)      | Guntakal-Mysore (section).  | G. M. T.         | Southern Malabar Ry. Co.                         | 1-7-72  | 3' 3 1/2" | 110.50  | ...                 | ...               | ...                 | ...  | ...           | ...      | ...    |  |        |          |
| 5             | (c)      | Gwalior Light   | G. L.            | Great Indian Peninsula Ry. Co.                   | 2-12-00   | 2' 6"     | ...   | ...                 | ...               | ...                 | ...  | 183.53        | ...      | ...    |  |        |          |
|               |          | H   |                  |  |   |           |   |                     |                   |                     |  |               |          |        |  |        |          |
| 19            | (b)      | Hardwar-Delra   | H. D.            | Gandhi and Rohilkhand State Ry.                  | 1-2-00  | 5' 6"     | ...   | ...                 | 32.04             | ...                 | ...  | ...           | ...      | ...    | Guaranteed under modern contract.  |        |          |
| 22            | (c)      | Hindupur (Yesvantpur-Mysore section).   | H.               | Southern Malabar Ry. Co.                         | 15-12-62  | 3' 3 1/2" | ...   | ...                 | ...               | ...                 | ...  | 51.35         | ...      | ...    |  |        |          |
| 22            | (f)      | Hopet-Kotkur  | H. K.            |  | 1-4-05  | 3' 3 1/2" | ...   | 46.03               | ...               | ...                 | ...  | ...           | ...      | ...    |  |        |          |
| 36            | (a)      | Howrah-Amra Light.  | H. A.            | Howrah-Amra Light Ry. Co.                        | 1-7-97  | 2' 0"     | ...   | ...                 | ...               | 37.19               | ...  | ...           | ...      | ...    | Subsidized by District Board.  |        |          |
| 37            | (a)      | Howrah-Shankhal Light.  | H. S.            | Howrah-Shankhal Light Ry. Co.                    | 2-6-97  | 2' 0"     | ...   | ...                 | ...               | 10.75               | ...  | ...           | ...      | ...    |  |        |          |
| 9             | (c)      | Hyderabad-Godavari Valley.  | H. G. V.         | Nizam's Guaranteed State Ry. Co.                 | 21-10-60  | 3' 3 1/2" | ...   | ...                 | ...               | ...                 | ...  | 391.13        | ...      | ...    | Includes 5.83 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Hyderabad and Secunderabad over which the Nizam's Guaranteed State railway trains also work. |        |          |
|               |          | I   |                  |  |   |           |   |                     |                   |                     |  |               |          |        |  |        |          |
| 6             | (f)      | Indian Midland  | I. M.            | Great Indian Peninsula Ry. Co.                   | 10-1-78   | 5' 6"     | 809.86  | ...                 | ...               | ...                 | ...  | ...           | ...      | ...    |  |        |          |
| Carried over  |          |   |                  |  |   |           | 1,357.07  | 9,408.88            | 33.04             | 1,076.48            | ...  | 612.04        | 1,154.22 | 33.00  | ...  |        |          |

| Num-<br>BER.  |               | Name of Railway.                          | Letters used to denote<br>classes of railways. | Railway administration<br>by which<br>worked. | Date of<br>first<br>opening<br>of any<br>portion<br>for<br>traffic. | Gauge.    | LENGTH OF RAILWAYS, IN MILES, OPEN ON 31st DECEMBER 1906,<br>UNDER SEVERAL HEADS OF CLASSIFICATION. |                     |                           |                             |  |                                   |               |                   |   |  | REMARKS. |
|---------------|---------------|---|--|---|---|-----------|---|---------------------|---------------------------|-----------------------------|--|-----------------------------------|---------------|-------------------|---|--|----------|
| Main<br>line. | Sub-<br>line. |   |  |   |   |           | State lines<br>worked by<br>agency of   | General<br>railway. | Assist-<br>ed<br>railway. | Un-<br>assisted<br>railway. | Lines owned by Native<br>States and worked by<br>agency of | Lines in<br>foreign<br>territory. |               |                   |   |  |          |
|               |               |   |  |   |   |           | State<br>railway.   | Com-<br>pany.       |                           |                             |  | Native<br>State<br>itself.        | Com-<br>pany. | State<br>railway. |   |  |          |
| <b>J</b>      |               |   |  |   |   |           |   |                     |                           |                             |  |                                   |               |                   |   |  |          |
| 2             | (c)           | Jaspur (Siwa Mahodharpur).                | J. S. M.                                       | Bombay, Baroda and Central India Ry. Co.      | 10-11-05  | 3' 3 3/4" | ...   | ...                 | ...                       | ...                         | ...  | ...                               | ...           | ...               | ...   |  |          |
| 0             | (c)           | Jammu and Kashmir (Native State section). | J. K.  | North Western State Ry.                       | 15-3-00   | 5' 6"     | ...   | ...                 | ...                       | ...                         | ...  | ...                               | ...           | 15.09             | The British section of this railway forms an integral portion of the North Western State railway. Includes 3.92 miles of dock estate lines.   |  |          |
| 14            | (c)           | Jamnagar                                  | J. N.  | Bhavnagar Gondal-Jamnagar- Porbannur Ry.      | 5-1-07  | 3' 3 3/4" | ...   | ...                 | ...                       | ...                         | ...  | 51.21                             | ...           | ...               | ...   |  |          |
| 14            | (d)           | Jodhpur-Bajkot                            | J. R.  | Jodhpur-Bikaner Ry.                           | 12-3-04   | 3' 3 3/4" | ...   | ...                 | ...                       | ...                         | ...  | 16.21                             | ...           | ...               | ...   |  |          |
| 18            | (a)           | Jodhpur                                   | J. B.  | Jodhpur-Bikaner Ry.                           | 24-6-02   | 3' 3 3/4" | ...   | ...                 | ...                       | ...                         | ...  | 163.50                            | ...           | ...               | ...   |  |          |
| 18            | (c)           | Jodhpur-Hyderabad (British section).      | J. H.  | Jodhpur-Bikaner Ry.                           | 18-9-05   | 3' 3 3/4" | 123.48  | ...                 | ...                       | ...                         | ...  | ...                               | ...           | ...               | Worked by the Jodhpur-Bikaner railway. The Native State section of this railway forms an integral portion of the Jodhpur railway.   |  |          |
| 38            | (a)           | Jorhat                                    | J.   | Jorhat Ry.                                    | 15-12-01  | 2' 6"     | 31.75   | ...                 | ...                       | ...                         | ...  | ...                               | ...           | ...               | ...   |  |          |
| 1             | (b)           | Jubbulpore-Gondal Extension.              | J. G. E.                                       | Bengal-Nagpur Ry. Co.                         | 18-4-03   | 2' 6"     | ...   | 245.05              | ...                       | ...                         | ...  | ...                               | ...           | ...               | ...   |  |          |
| <b>K</b>      |               |   |  |   |   |           |   |                     |                           |                             |  |                                   |               |                   |   |  |          |
| 30            | (a)           | Kalka-Simla                               | K. S.  | Delhi Umballa-Kalka Ry. Co.                   | 9-11-03   | 2' 6"     | ...   | 50.14               | ...                       | ...                         | ...  | ...                               | ...           | ...               | ...   |  |          |
| 21            | (b)           | Karakkall-Palalam                         | K. P.  | South Indian Ry. Co.                          | 14-3-06   | 3' 3 3/4" | ...   | ...                 | ...                       | ...                         | ...  | ...                               | ...           | ...               | 14.05   |  |          |
| 0             | (b)           | Kharaknath-Kolhat (Thal).                 | K. K. T.                                       | North Western State Ry.                       | 25-3-01   | 2' 6"     | 91.73   | ...                 | ...                       | ...                         | ...  | ...                               | ...           | ...               | ...   |  |          |
| 9             | (c)           | Kolar-Goldfields                          | K. G.  | Madras Ry. Co.                                | 1-6-04  | 5' 6"     | ...   | ...                 | ...                       | ...                         | ...  | ...                               | ...           | ...               | ...   |  |          |
| 22            | (g)           | Kothapur                                  | K. L.  | Southern Mahratta Ry. Co.                     | 21-4-01   | 3' 3 3/4" | ...   | ...                 | ...                       | ...                         | ...  | ...                               | 20.27         | ...               | ...   |  |          |
| <b>L</b>      |               |   |  |   |   |           |   |                     |                           |                             |  |                                   |               |                   |   |  |          |
| 17            | (b)           | Ledsa and Tikak-Mangheria Colliery        | L. T.  | Assam Railways and Trading Co.                | 17-2-84   | 3' 3 3/4" | ...   | ...                 | ...                       | ...                         | 8.60   | ...                               | ...           | ...               | ...   |  |          |
| 20            | (b)           | Lucknow-Bareilly                          | L. B.  | Rohilkhand and Kumaon Ry. Co.                 | 12-10-84  | 3' 3 3/4" | 207.01  | ...                 | ...                       | ...                         | ...  | ...                               | ...           | ...               | ...   |  |          |
| 9             | (d)           | Ludhiana Dhuri-Jakkal.                    | L. D. J.                                       | North Western State Ry.                       | 10-1-01   | 5' 6"     | ...   | ...                 | ...                       | ...                         | ...  | ...                               | ...           | 76.05             | ...   |  |          |
| <b>M</b>      |               |   |  |   |   |           |   |                     |                           |                             |  |                                   |               |                   |   |  |          |
| 0             | (a)           | Madras                                    | M.   | Madras Ry. Co.                                | 1-7-06  | 5' 6"     | ...   | 904.01              | ...                       | ...                         | ...  | ...                               | ...           | ...               | Guaranteed underold contract. Includes 1.93 miles of mixed 5' 6" and 3' 3 3/4" gauge line between Begwala and Kirtan Bock hut and 1.04 miles of 3' 3 3/4" gauge line between Kirtan Bock hut and Tadepal. |  |          |
| 0             | (d)           | Madras (North-East line).                 | M. N. E.                                       | Madras Ry. Co.                                | 20-2-99   | 5' 6"     | 497.19  | ...                 | ...                       | ...                         | ...  | ...                               | ...           | ...               | ...   |  |          |
| 10            | (a)           | Marappur-Bharatpur.                       | M. B.  | Madras Ry. Co.                                | 14-1-06   | 2' 6"     | 18.63   | ...                 | ...                       | ...                         | ...  | ...                               | ...           | ...               | ...   |  |          |
| 10            | (a)           | Morvi                                     | M. R. W.                                       | Morvi Ry. Co.                                 | 11-1-06   | 3' 3 3/4" | ...   | ...                 | ...                       | ...                         | ...  | 71.01                             | ...           | ...               | ...   |  |          |
| 1             | (c)           | Mourbhaj                                  | M. B.  | Bengal-Nagpur Ry. Co.                         | 24-3-87   | 2' 6"     | ...   | ...                 | ...                       | ...                         | ...  | 30.70                             | ...           | ...               | ...   |  |          |
| 3             | (c)           | Mydanangh Jamalpur-Jaganmuthi             | M. J. J.                                       | Bengal State Ry.                              | 15-10-98  | 3' 3 3/4" | ...   | ...                 | ...                       | ...                         | 63.22  | ...                               | ...           | ...               | Rebate line.  |  |          |
| 22            | (b)           | Mysoore-Nandagund                         | M. N.  | Southern Mahratta Ry. Co.                     | 1-12-01   | 3' 3 3/4" | ...   | ...                 | ...                       | ...                         | ...  | ...                               | 15.90         | ...               | ...   |  |          |
| 22            | (a)           | Mysoore Section (Southern Mahratta).      | M. S.  | Southern Mahratta Ry. Co.                     | 1-2-01  | 3' 3 3/4" | 226.23  | ...                 | ...                       | ...                         | ...  | ...                               | ...           | ...               | ...   |  |          |
| <b>N</b>      |               |   |  |   |   |           |   |                     |                           |                             |  |                                   |               |                   |   |  |          |
| 2             | (c)           | Nagda Ujjain                              | N. U.  | Bombay, Baroda and Central India Ry. Co.      | 1   |           |   |                     |                           |                             |  |                                   |               |                   |   |  |          |

## APPENDIX 1—concl.

List of open lines of Railway at the close of the calendar year 1906 alphabetically arranged, with their lengths, the administrations by which worked, gauge and classification.

| Num-ber.   |           | Name of Railway.                                    | Letters used to denote names of railways. | Railway adminis-tration by which worked. | Date of first opening of any portion for traffic. | Gauge.    | LENGTH OF RAILWAY, IN MILES, OPEN ON 31ST DECEMBER 1906, UNDER SEVERAL HEADS OF CLASSIFICATION. |           |                       |          |                    |          |                       |           |  |   | REMARKS. |
|--|-----------|---|---|--|---|-----------|---|-----------|-----------------------|----------|--------------------|----------|-----------------------|-----------|--|---|----------|
| Main head.   | Sub-head. |   |   |  |   |           | State lines worked by agency of   |           | Narrow-gauge railway. |          | Assist-ed railway. |          | Un-assist-ed railway. |           | Lines owned by Native States and worked by agency of |   |          |
|  |           |   |   |  |   |           | State railway.  | Com-pany. |                       |          |                    |          | Native State itself.  | Com-pany. | State railway.                                       | Lines in foreign territory.   |          |
|  |           | <b>P</b>  |   |  | Brought forward.                                  |           | 4,105.07  | 10,907.3  | 936.05                | 1,729.70 | 8.60               | 1,271.00 | 1,638.21              | 128.29    | 14.05  |   |          |
| 2  | (k)       | Palampur-Deesa                                      | P. D.                                     | Bombay, Baroda and Central India Ry. Co. | 11-11-03  | 3' 3 1/2" | ...   | 17.28     | ...                   | ...      | ...                | ...      | ...                   | ...       | ...  | This line is the joint property of Government and the Palampur Durbar.  |          |
| 1  | (d)       | Pariklmed Light                                     | P. L. L.                                  | Bombay, Baroda and Central India Ry. Co. | 1-4-09  | 2' 6"     | ...   | ...       | ...                   | ...      | ...                | ...      | 24.02                 | ...       | ...  |   |          |
| 2  | (d)       | Pethand-Cambay (Ahar-Tarapur section).              | P. C. A.                                  | Bombay, Baroda and Central India Ry. Co. | 5-5-90  | 5' 6"     | ...   | ...       | ...                   | ...      | ...                | ...      | 21.50                 | ...       | ...  |   |          |
| 2  | (c)       | Pethand-Cambay (Tarapur-Cambay section).            | P. C. T.                                  | Bombay, Baroda and Central India Ry. Co. | 20-0-01   | 5' 6"     | ...   | ...       | ...                   | ...      | ...                | ...      | 12.30                 | ...       | ...  |   |          |
| 21   | (c)       | Poudherry   | P.  | South Indian Ry. Co.                     | 15-12-79  | 3' 3 1/2" | ...   | ...       | ...                   | ...      | ...                | ...      | ...                   | ...       | 7.95   |   |          |
| 20   | (c)       | Powayan Light                                       | P. W. L.                                  | Robilkund and Kumaon Ry. Co.             | 17-6-00   | 2' 6"     | ...   | ...       | ...                   | 39.50    | ...                | ...      | ...                   | ...       | ...  | Government land provided free.  |          |
|  |           | <b>R</b>  |   |  |   |           |   |           |                       |          |                    |          |                       |           |  |   |          |
| 1  | (c)       | Raipur-Dhamtari                                     | R. D.                                     | Bombay, Baroda and Central India Ry. Co. | 10-9-00   | 2' 6"     | ...   | 60.94     | ...                   | ...      | ...                | ...      | ...                   | ...       | ...  |   |          |
| 2  | (c)       | Rajpipla  | R.  | Bombay, Baroda and Central India Ry. Co. | 1-7-07  | 2' 6"     | ...   | ...       | ...                   | ...      | ...                | ...      | 37.37                 | ...       | ...  |   |          |
| 9  | (c)       | Rajputana-Dhatinda                                  | R. H.                                     | North Western State Ry. Co.              | 1-11-84   | 5' 6"     | ...   | ...       | ...                   | ...      | ...                | ...      | ...                   | 107.05    | ...  |   |          |
| 2  | (d)       | Rajputana-Malwa                                     | R. M.                                     | Bombay, Baroda and Central India Ry. Co. | 14-2-73   | 3' 3 1/2" | ...   | 1,774.30  | ...                   | ...      | ...                | ...      | ...                   | ...       | ...  | Includes 2.10 miles at Ujain, 3.07 miles between Ahar and Mandsal and East Bank stations and 0.94 mile between Lohori gate and Buxary station at Pitha, laid on the 5' 6" gauge and 28.28 miles of mixed (5, 6' and 7.5' gauge) line between Dhatinda and Kot Kapura over which the North Western State railway trains also work. |          |
| 20   | (c)       | Robilkund and Kumaon                                | R. & K.                                   | Robilkund and Kumaon Ry. Co.             | 12-10-84  | 3' 3 1/2" | ...   | ...       | ...                   | 117.87   | ...                | ...      | ...                   | ...       | ...  | Subsidized by the Government of India.  |          |
|  |           | <b>S</b>  |   |  |   |           |   |           |                       |          |                    |          |                       |           |  |   |          |
| 6  | (f)       | Shoranur Coghlin                                    | S. C.                                     | Madras Ry. Co.                           | 2-6-02  | 3' 3 1/2" | ...   | ...       | ...                   | ...      | ...                | ...      | 64.75                 | ...       | ...  |   |          |
| 4  | (c)       | South Behar   | S. B.                                     | East Indian Ry. Co.                      | 5-7-09  | 5' 6"     | ...   | ...       | ...                   | 78.70    | ...                | ...      | ...                   | ...       | ...  | Rebate line.  |          |
| 21   | (c)       | South Indian  | S. I.                                     | South Indian Ry. Co.                     | 15-7-61   | 3' 3 1/2" | ...   | 1,130.00  | ...                   | ...      | ...                | ...      | ...                   | ...       | ...  |   |          |
| 23   | (a)       | Southern Mahratta                                   | S. M.                                     | Southern Mahratta Ry. Co.                | 21-3-84   | 3' 3 1/2" | ...   | 1,042.64  | ...                   | ...      | ...                | ...      | ...                   | ...       | ...  |   |          |
| 9  | (f)       | Southern Punjab                                     | S. P.                                     | North Western State Ry. Co.              | 10-11-07  | 5' 6"     | ...   | ...       | ...                   | 425.33   | ...                | ...      | ...                   | ...       | ...  | Rebate line   |          |
| 9  | (g)       | Southern Punjab "Ludhiana" Extended                 | S. P. E.                                  | North Western State Ry. Co.              | 10-6-05   | 5' 6"     | ...   | ...       | ...                   | 155.05   | ...                | ...      | ...                   | ...       | ...  |   |          |
|  |           | <b>T</b>  |   |  |   |           |   |           |                       |          |                    |          |                       |           |  |   |          |
| 21   | (d)       | Tanjore District Board                              | T. D. B.                                  | South Indian Ry. Co.                     | 2-4-04  | 3' 3 1/2" | ...   | ...       | ...                   | 103.36   | ...                | ...      | ...                   | ...       | ...  |   |          |
| 2  | (f)       | Tapti Valley  | T. V.                                     | Bombay, Baroda and Central India Ry. Co. | 1-12-78   | 5' 6"     | ...   | ...       | ...                   | 155.48   | ...                | ...      | ...                   | ...       | ...  | Rebate line.  |          |
| 33   | (c)       | Tarakeswar-Magra Light                              | T. B.                                     | Bengal Provincial Light Ry. Co.          | 7-11-94   | 2' 6"     | ...   | ...       | ...                   | 33.27    | ...                | ...      | ...                   | ...       | ...  |   |          |
| 4  | (d)       | Tarkessur   | T.  | East Indian Ry. Co.                      | 1-1-85  | 5' 6"     | ...   | ...       | ...                   | 22.23    | ...                | ...      | ...                   | ...       | ...  | Government land provided free.  |          |
| 33   | (c)       | Tezpur-Dalipara Light                               | T. D.                                     | Tezpur-Dalipara Light Ry. Co.            | 9-8-04  | 2' 6"     | ...   | ...       | ...                   | 20.10    | ...                | ...      | ...                   | ...       | ...  | Subsidized by District Board.   |          |
| 34   | (c)       | Thabon-Duyinzak Light                               | T. D.                                     | Thabon-Duyinzak Light Ry. Co.            | 11-2-85   | 3' 6"     | ...   | ...       | ...                   | 7.78     | ...                | ...      | ...                   | ...       | ...  | Subsidized by Local Government.   |          |
| 21   | (c)       | Tinnevely-Qulion (Travancore)                       | T. Q. B.                                  | South Indian Ry. Co.                     | 1-6-02  | 3' 3 1/2" | ...   | 50.48     | ...                   | ...      | ...                | ...      | ...                   | ...       | ...  |   |          |
| 21   | (f)       | Tinnevely-Qulion (Travancore), Native State section | T. Q. N.                                  | South Indian Ry. Co.                     | 1-8-03  | 3' 3 1/2" | ...   | ...       | ...                   | ...      | ...                | ...      | 67.08                 | ...       | ...  |   |          |
| 19   | (b)       | Tirhoot State                                       | T. S.                                     | Bengal and North-Western Ry. Co.         | 1-11-75   | 3' 3 1/2" | ...   | 614.30    | ...                   | ...      | ...                | ...      | ...                   | ...       | ...  |   |          |
| 6  | (d)       | Tirupattur-Krishnagiri                              | T. K.                                     | Madras Ry. Co.                           | 18-9-05   | 2' 6"     | ...   | 35.38     | ...                   | ...      | ...                | ...      | ...                   | ...       | ...  |   |          |
|  |           | <b>U</b>  |   |  |   |           |   |           |                       |          |                    |          |                       |           |  |   |          |
| 23   | (a)       | Udaipur-Chitor                                      | U. C.                                     | Udaipur-Chitor Ry.                       | 1-8-05  | 3' 3 1/2" | ...   | ...       | ...                   | ...      | ...                | 67.30    | ...                   | ...       | ...  |   |          |
|  |           | <b>V</b>  |   |  |   |           |   |           |                       |          |                    |          |                       |           |  |   |          |
| 2  | (a)       | Vijapur-Kalol-Kadi                                  | V. K. K.                                  | Bombay, Baroda and Central India Ry. Co. | 10-0-02   | 3' 3 1/2" | ...   | ...       | ...                   | ...      | ...                | ...      | 41.37                 | ...       | ...  |   |          |
|  |           | <b>W</b>  |   |  |   |           |   |           |                       |          |                    |          |                       |           |  |   |          |
| 23   | (f)       | West of India Portuguese.                           | W. I. P.                                  | Southern Mahratta Ry. Co.                | 17-1-87   | 3' 3 1/2" | ...   | ...       | ...                   | ...      | ...                | ...      | ...                   | ...       | 51.10  |   |          |
| Total mileage of railways open in India and Burma on the 31st December 1906. |           |   |   |  |   |           | 8,082.23  | 7,580.74  | 936.05                | 1,028.70 | ...                | ...      | 1,305.93              | 711.31    | 201.88   | ...   |          |
|  |           |   |   |  |   |           | 3' 3 1/2"   | 767.01    | 7,619.00              | ...      | ...                | ...      | ...                   | 814.38    | ...  | 73.00   |          |
|  |           |   |   |  |   |           | 2' 6"   | 187.01    | 405.94                | ...      | ...                | ...      | 33.27                 | 188.68    | 83.00  | ...   |          |
|  |           |   |   |  |   |           | 2' 0"   | 37.93     | ...                   | ...      | ...                | ...      | ...                   | 183.63    | ...  | ...   |          |
| Total..  |           |   |   |  |   |           | 1,105.07  | 15,618.08 | 936.05                | 2,865.14 | 41.77              | 1,838.90 | 1,998.10              | 335.28    | 73.00  | ...   |          |

## APPENDIX 2.

*Mileage added to the Railway System of India during the calendar year 1906 and the following three months.*

| NUMBER.                         |                     | Railway administration to which railway has been added. | Name of owning railway.                 | Section of line added during 1906.              | Date of opening for traffic.          | ADDITIONS, IN MILES, MADE TO OPEN MILEAGE DURING 1906. |           |       |       |       |  |       |       |     |     |     |
|---------------------------------|---------------------|---|---|---|---------------------------------------|--|-----------|-------|-------|-------|--|-------|-------|-----|-----|-----|
| Main head.                      | Sub-head.           |   |   |   |                                       | Length.  |           |       |       |       | Total mileage added to railway administration. |       |       |     |     |     |
|                                 |                     |   |   |   |                                       | 5' 6"  | 3' 3 1/2" | 2' 6" | 2' 0" | 5' 6" | 3' 3 1/2"                                      | 2' 6" | 2' 0" |     |     |     |
| 1                               | (b)                 | Bengal-Nagpur.  | Jubbulpore-Gondia Extension.            | Chhindwara to Khirsadoh ..                      | 15th March 1906                       | ...  | ...       | 16    | 28    | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 | (c)                 |   | Raipur-Dhamtari.                        | Rajim to Rajim Town ...                         | 13th May 1906                         | ...  | ...       | 0     | 73    | ...   | ...  | ...   | 17    | 06  | ... |     |
| 2                               | (c)                 | Bombay, Baroda and Central India.                       | Potlad-Cambay (Tarapur-Cambay section). | Cambay to Cambay Bandar.                        | 1st March 1906                        | 1  | 38        | ...   | ...   | ...   | 1  | 38    | ...   | ... | ... |     |
| 3                               | (b)                 | Eastern Bengal State.                                   | Eastern Bengal State.                   | Golokganj to Kokrajhar ...                      | 1st February 1906.                    | ...  | 35        | 75    | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 | (c)                 |   | Myransingh-Jamulpur Jagannathganj.      | New line laid at Jagannathganj.                 | 1st December 1906.                    | ...  | 2         | 53    | ...   | ...   | ...  | 38    | 28    | ... | ... |     |
| 4                               | (a)                 | East Indian ...   | East Indian                             | Bhongon to Farukhabad                           | 1st January 1906.                     | 27   | 06        | ...   | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 |                     |   |   | Dhanbad to Peharpur ..                          | 6th December 1906.                    | 163  | 71        | ...   | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 |                     |   |   | Ondal to Saunthia ..                            | 10th December 1906.                   | 42   | 94        | ...   | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 |                     |   |   | Peharpur to Manpur ...                          | 15th August 1906.                     | 17   | 42        | ...   | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 |                     |   |   | Tetulmari to Kusunda ..                         | 6th December 1906.                    | 1  | 59        | ...   | ...   | ...   | 192  | 72    | ...   | ... | ... | ... |
| 5                               | (b)                 | Great Indian Peninsula                                  | Agra-Delhi Chord.                       | Kosi to Sankot ...                              | 24th February 1906.                   | 5  | 95        | ...   | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 | (f)                 |   | Indian Midland                          | Remaining portion of the Agra-Balinganj branch. | 27th February 1906                    | 1  | 75        | ...   | ...   | ...   | 7  | 70    | ...   | ... | ... |     |
| 6                               | (b)                 | Madras ..   | Ashikal-Mangalore.                      | Azhikal to Hosdrug ...                          | 21st August 1906.                     | 34   | 52        | ...   | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 | (c)                 |   |   | Hosdrug to Kasaragod ...                        | 1st October 1906.                     | 14   | 22        | ...   | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 | (g)                 |   |   | Kasaragod to Kumbla ...                         | 17th November 1906.                   | 7  | 62        | ...   | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
| 9                               | (g)                 | Morappur-Dharmapuri.                                    | Morappur to Dharmapuri                  | 17th January 1906.                              | ...                                   | ...  | 18        | 53    | ...   | ...   | 56   | 36    | ...   | 18  | 53  | ... |
|                                 | (a)                 |   |   | North Western State.                            | Shorkot Road to Sargoda               | 14th May 1906  | 14        | 14    | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 | (b)                 |   |   | Amritsar-Patti.                                 | Amritsar to Tara Taran ...            | 21st September 1906.                                   | 14        | 20    | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 | (g)                 |   |   | Southern Punjab "Ludhiana" Extension.           | MayLeod Ganj Road to Ferozepore City. | 10th February 1906.                                    | 78        | 00    | ...   | ...   | ...  | 208   | 63    | ... | ... | ... |
| 10                              | (a)                 | Oudh and Rohilkhand State.                              | Oudh and Rohilkhand State.              | Phaphaman to Mariani ..                         | 18th June 1906                        | 47   | 51        | ...   | ...   | ...   | 47   | 51    | ...   | ... | ... |     |
| 12                              | (a)                 | Bengal and North Western.                               | Bengal and North Western                | Barh to Tulsipur ...                            | 15th January 1906.                    | ...  | 22        | 51    | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 |                     |   |   | Galsari to Jaiwa ..                             | 12th April 1906.                      | ...  | 0         | 47    | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 |                     |   |   | Paley Ghat Shift No 68                          | 1st January 1906                      | ...  | 0         | 76    | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 |                     |   |   | Daraz to Bhagalpur Kachery.                     | 15th March 1906.                      | ...  | 3         | 50    | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 | (b)                 | Tirhoot ..  | Tirhoot ..                              | Bettiah to Narkatinganj                         | 17th January 1906                     | ...  | 53        | 73    | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
| Narkatinganj to Bhukna Thoree.  | 17th February 1906. |   |   | ...   | 21                                    | 50   | ...       | ...   | ...   | 81    | 50   | ...   | ...   |     |     |     |
| 20                              | (a)                 | Rohilkhand and Kumaon.                                  | Rohilkhand and Kumaon                   | Baroilly to Soron ...                           | 22nd January 1906.                    | ...  | 15        | 80    | ...   | ...   | ...  | 55    | 80    | ... | ... |     |
| 21                              | (a)                 | South Indian  | South Indian                            | Pamban beach to Ramswaram.                      | 1st September 1906.                   | ...  | 6         | 95    | ...   | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 | (d)                 |   |   | Tanjore District Board.                         | Arantaug Quarry Branch                | 25th June 1906   | ...       | 3     | 90    | ...   | ...  | ...   | 10    | 85  | ... | ... |
| 22                              | (f)                 | Southern Maharashtra.                                   | Hospot-Kottur.                          | Ramandrug to Ramana-malai.                      | 1st December 1906.                    | ...  | 4         | 97    | ...   | ...   | ...  | 4     | 97    | ... | ... |     |
| 23                              | (a)                 | Barsi Light ...   | Barsi Light                             | Barsi Road to Pandharpur                        | 2nd December 1906.                    | ...  | ...       | 30    | 21    | ...   | ...  | ...   | ...   | ... | ... |     |
|                                 |                     |   |   | Kuslamb to Tadwale ...                          | 1st May 1906                          | ...  | ...       | 20    | 36    | ...   | ...  | ...   | 50    | 57  | ... |     |
| Total mileage added during 1906 |                     |   |   |   |                                       | ...  | 514       | 80    | 191   | 40    | 86   | 16    | ...   | ... | ... |     |

## APPENDIX 2—concl'd.

*Mileage added to the Railway System of India during the calendar year 1906 and the following three months.*

| NUMBER.  |           | Railway administration to which railway has been added. | Name of owning railway.      | Section of line added during 1906. | Date of opening for traffic. | ADDITIONS, IN MILES, MADE TO OPEN MILEAGE DURING 1906. |           |       |       |  |           |           |          |        |
|--|-----------|---|------------------------------|------------------------------------|------------------------------|--|-----------|-------|-------|--|-----------|-----------|----------|--------|
| Main road.   | Sub-road. |   |                              |                                    |                              | Length.  |           |       |       | Total mileage added to railway administration. |           |           |          |        |
|  |           |   |                              |                                    |                              | 5' 6"  | 3' 3 1/2" | 2' 6" | 2' 0" | 5' 6"  | 3' 3 1/2" | 2' 6"     | 2' 0"    |        |
| MILEAGE ADDED FROM THE 1st JANUARY TO THE 31st MARCH 1907. |           |   |                              |                                    |                              |  |           |       |       |  |           |           |          |        |
| 1  | (a)       | Bengal-Nagpur   | Bengal-Nagpur.               | Bhojdih to Gomoh                   | 1st January 1907.            | 25.64  | ...       | ...   | ...   |  |           |           |          |        |
|  | (b)       |   | Jubbulpore-Gondia Extension. | Branch line near Khanoodih         | 1st January 1907.            | 1.97   | ...       | ...   | ...   |  |           |           |          |        |
| 3  | (a)       | Eastern Bengal State.                                   | Eastern Bengal State.        | Tiljala to Kakurgaohi              | 1st February 1907.           | 2.25   | ...       | ...   | ...   | 2.25   | ...       | ...       | ...      |        |
| 5  | (h)       | Great Indian Peninsula.                                 | Matheran                     | Neral to Matheran                  | 22nd March 1907.             |  | ...       | ...   | 12.61 | ...  | ...       | ...       | 12.61    |        |
| 6  | (a)       | Madras  | Madras                       | Basin Bridge to Washermenpet.      | 15th March 1907.             | 1.00   | ...       | ...   | ...   |  |           |           |          |        |
|  | (d)       |   | Madras (North East line).    | Basin Bridge to Korrukuppettai     | 15th March 1907.             | 0.85   | ...       | ...   | ...   | 1.85   | ...       | ...       | ...      |        |
| 7  | (a)       | Nagda-Muttra  | Nagda-Muttra                 | Kotah to Baran                     | 20th February 1907.          | 40.00  | ...       | ...   | ...   | 40.00  | ...       | ...       | ...      |        |
| 10   | (a)       | Oudh and Rohilkhand State.                              | Oudh and Rohilkhand State.   | Marishu to Zafarabad               | 1st January 1907.            | 10.67  | ...       | ...   | ...   | 10.67  | ...       | ...       | ...      |        |
| 13   | (a)       | Bengal and North Western.                               | Bengal and North Western.    | Gorakhpur to Chhitanni Ghat        | 7th February 1907.           | ...  | 60.94     | ...   | ...   |  |           |           |          |        |
|  | (b)       |   | Tirhoot                      | Bhaptiali to Mukhana Bazar.        | 1st March 1907               | ...  | 41.33     | ...   | ...   | ...  | 105.27    | ...       | ...      |        |
| Total mileage added from 1st January to 31st March 1907    |           |   |                              |                                    |                              |  |           |       |       | ...  | 82.38     | 105.27    | 5.72     | 12.61  |
| GRAND TOTAL MILEAGE OPEN ON THE 31st MARCH 1907            |           |   |                              |                                    |                              |  |           |       |       | ...  | 15,630.08 | 12,254.67 | 1,078.61 | 342.01 |

## APPENDIX 3.

*Total Railway mileage opened for traffic during, and at the end of, each year, and the total mileage opened during the Viceroyalty of each Governor General.*

| CALENDAR YEAR. | Net mileage added during the year. | Total mileage open for traffic at close of the year. | Total mileage opened during Viceroyalty. | Viceroy.                  |
|----------------|------------------------------------|--|--|---------------------------|
| 1853           | 20                                 | 20   | 169                                      | Marquis of Dalhousie.     |
| 1854           | 81                                 | 71   |  |                           |
| 1855           | 98                                 | 169  |  |                           |
| 1856           | 103                                | 272  | 1,418                                    | Earl Canning              |
| 1857           | 18                                 | 287  |  |                           |
| 1858           | 140                                | 427  |  |                           |
| 1859           | 198                                | 625  |  |                           |
| 1860           | 213                                | 838  |  |                           |
| 1861           | 749                                | 1,587  |  |                           |
| 1862           | 746                                | 2,333  | 920                                      | Earl of Elgin.            |
| 1863           | 174                                | 3,307  |  |                           |
| 1864           | 481                                | 2,938  | 1,501                                    | Lord Lawrence.            |
| 1865           | 403                                | 3,363  |  |                           |
| 1866           | 200                                | 3,563  |  |                           |
| 1867           | 366                                | 3,929  |  |                           |
| 1868           | 79                                 | 4,008  |  |                           |
| 1869           | 247                                | 4,255  | 1,066                                    | Earl of Mayo.             |
| 1870           | 516                                | 4,771  |  |                           |
| 1871           | 303                                | 5,074  |  |                           |
| 1872           | 295                                | 5,369  | 1,467                                    | Lord Northbrook.          |
| 1873           | 328                                | 5,697  |  |                           |
| 1874           | 529                                | 6,226  |  |                           |
| 1875           | 315                                | 6,541  |  |                           |
| 1876           | 319                                | 6,860  | 2,621                                    | Lord Lytton.              |
| 1877           | 460                                | 7,320  |  |                           |
| 1878           | 899                                | 8,219  |  |                           |
| 1879           | 275                                | 8,494  |  |                           |
| 1880           | 668                                | 9,162  |  |                           |
| 1881           | 728                                | 9,890  | 2,469                                    | Marquis of Ripon.         |
| 1882           | 289                                | 10,149   |  |                           |
| 1883           | 309                                | 10,458   |  |                           |
| 1884           | 1,173                              | 11,631   |  |                           |
| 1885           | 652                                | 12,283   | 2,945                                    | Earl of Dufferin and Ava. |
| 1886           | 609                                | 12,892   |  |                           |
| 1887           | 1,211                              | 14,103   |  |                           |
| 1888           | 473                                | 14,576   |  |                           |
| 1889           | 1,311                              | 15,887   | 3,928                                    | Marquis of Lansdowne.     |
| 1890           | 514                                | 16,401   |  |                           |
| 1891           | 907                                | 17,308   |  |                           |
| 1892           | 507                                | 17,815   |  |                           |
| 1893           | 689                                | 18,504   |  |                           |
| 1894           | 396                                | 18,900   | 3,536                                    | Earl of Elgin             |
| 1895           | 647                                | 19,547   |  |                           |
| 1896           | 707                                | 20,254   |  |                           |
| 1897           | 861                                | 21,115   |  |                           |
| 1898           | 925                                | 22,040   |  |                           |
| 1899           | 1,483                              | 23,523   | 6,255                                    | Lord Curzon.              |
| 1900           | 1,229                              | 24,752   |  |                           |
| 1901           | 611                                | 25,363   |  |                           |
| 1902           | 568                                | 25,931   |  |                           |
| 1903           | 1,025                              | 26,956   |  |                           |
| 1904           | 609                                | 27,565   |  |                           |
| 1905           | 730                                | 28,295   | 802                                      | Earl of Minto.            |
| 1906           | 802                                | 29,097   |  |                           |

# APPENDIX 4.

*Mileage under construction or sanctioned at the close of the calendar year 1906, with additions to the 31st March 1907.*

| NUMBERS.  |                      | Railway administration by which being constructed. | Name of owning Railway.  | Classification.               | Section of line, the construction of which has been sanctioned. | Date construction was sanctioned. | MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED. |                       |                                      |                         |                                      | REMARKS.    |             |                                 |                   |                    |
|---|----------------------|--|--------------------------|-------------------------------|---|-----------------------------------|---|-----------------------|--------------------------------------|-------------------------|--------------------------------------|-------------|-------------|---------------------------------|-------------------|--------------------|
| Main head.  | Sub-head.            |  |                          |                               |   |                                   | 5' 6"   | 3' 3"                 | 2' 6"                                | 2' 0"                   |                                      |             |             |                                 |                   |                    |
| 1   | (a)                  | Bengal-Nagpur.                                     | Bengal-Nagpur.           | State line worked by company. | Rhooghly to Gomoh   | 1st November 1901                 | 25.61   | ...                   | ...                                  | ...                     | Since opened.                        |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Branch line near Khanoodih.                                     |                                   | 1.57  | ...                   | ...                                  | ...                     | Since opened.                        |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Komptee to Rautack  | 18th August 1906.                 | 14.74   | ...                   | ...                                  | ...                     | Work commenced.                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Kandri branch   | 13th August 1906.                 | 2.53  | ...                   | ...                                  | ...                     | Work commenced.                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Vizianagram to Raipur   | 26th January 1906.                | 310.62  | ...                   | ...                                  | ...                     | Work commenced.                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Sui to Gorumaihind  | 19th October 1906.                | 44.00   | ...                   | ...                                  | ...                     | Commencement of work not authorized. |             |             |                                 |                   |                    |
|   |                      |  |                          |                               |   |                                   |   |                       |                                      |                         | Since opened.                        |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Khirsadoli to Barakuli.   | 21th June 1904.                   | ...   | ...                   | 5.72                                 | ...                     |                                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Khirsadoli to Sirga.  | 24th June 1904.                   | ...   | ...                   | 7.76                                 | ...                     | Work commenced.                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Nainpur to Mandla   | 23rd January 1901                 | ...   | ...                   | 32.14                                | ...                     | Work commenced.                      |             |             |                                 |                   |                    |
| 2   | (b)                  | Bombay, Baroda and Central India                   | Gondia-Chanda Extension. | State line worked by company. | Gondia to Chanda  | 26th August 1904.                 | ...   | ...                   | 118.65                               | ...                     | Work commenced.                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | P. and (Bramapuri) to Nainpur.                                  | 16th August 1904.                 | ...   | ...                   | 63.75                                | ...                     | Work commenced.                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Purulia-Ranchi  | 20th October 1905                 | ...   | ...                   | 72.28                                | ...                     | Work commenced.                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Total   | ...                               | 39.50   | ...                   | 330.30                               | ...                     |                                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | 3   | (c)                               | Eastern Bengal State.                                     | Eastern Bengal State. | Native State line worked by company. | Chanasma to Beech Raj.  | 15th July 1905                       | ...         | 16.74       | ...                             | ...               | Work commenced.    |
|   |                      |  |                          |                               |   |                                   |   |                       |                                      | Kherda to Dabhara       | 16th June 1906                       | ...         | 7.73        | ...                             | ...               | Work commenced.    |
|   |                      |  |                          |                               |   |                                   |   |                       |                                      | Mannod Road to Harj.    | 15th July 1905                       | ...         | 21.37       | ...                             | ...               | Work commenced.    |
|   |                      |  |                          |                               |   |                                   |   |                       |                                      | Nawal to Siwal Madhopur | 2nd December 1907.                   | ...         | 10.65       | ...                             | ...               | Work resumed.      |
|   |                      |  |                          |                               |   |                                   |   |                       |                                      | Total                   | ...                                  | ...         | 86.49       | ...                             | ...               |                    |
|   |                      |  |                          |                               |   |                                   |   |                       |                                      | 4                       | (d)                                  | East Indian | East Indian | State line worked by the State. | Kakargachi chord. | 19th February 1902 |
| Lalgola to Lalgola Ghat   | 23rd September 1905. | 2.75   | ...                      | ...                           |   |                                   |   |                       |                                      |                         |                                      |             |             |                                 | ...               | Work commenced.    |
| Durgapur Chur line  | ...                  | 3.39   | ...                      | ...                           |   |                                   |   |                       |                                      |                         |                                      |             |             |                                 | ...               | Work commenced.    |
| Forbesganj to the Nepal Frontier  | 27th June 1905.      | ...  | 7.46                     | ...                           |   |                                   |   |                       |                                      |                         |                                      |             |             |                                 | ...               | Work commenced.    |
| Kashor to Godaguri  | 14th February 1904   | ...  | 105.10                   | ...                           |   |                                   |   |                       |                                      |                         |                                      |             |             |                                 | ...               | Work commenced.    |
| Kokrajhar to the Brahmaputra river, opposite Gubhati  | 21st October 1907    | ...  | 115.87                   | ...                           | ...   | Work commenced.                   |   |                       |                                      |                         |                                      |             |             |                                 |                   |                    |
| Total   | ...                  | 5.59   | 28.27                    | ...                           | ...   |                                   |   |                       |                                      |                         |                                      |             |             |                                 |                   |                    |
| Aeri direct access  | 22nd May 1905        | 1.75   | ...                      | ...                           | ...   | Work commenced.                   |   |                       |                                      |                         |                                      |             |             |                                 |                   |                    |
| Barharwa to Katwa   | 5th March 1905.      | 93.14  | ...                      | ...                           | ...   | Work commenced.                   |   |                       |                                      |                         |                                      |             |             |                                 |                   |                    |
| Bhagalpur to Bansi  | 25th February 1905.  | 31.04  | ...                      | ...                           | ...   | Work suspended.                   |   |                       |                                      |                         |                                      |             |             |                                 |                   |                    |
| Borachuk to Sulepore  | 14th July 1905.      | 4.50   | ...                      | ...                           | ...   | Not commenced.                    |   |                       |                                      |                         |                                      |             |             |                                 |                   |                    |
| Chord line between the East Indian and Oudh and Rohilkhand State Railways near Moghul Sarai | 30th November 1905   | 1.19   | ...                      | ...                           | ...   | Not commenced.                    |   |                       |                                      |                         |                                      |             |             |                                 |                   |                    |
| 5   | (e)                  | East Indian  | East Indian              | State line worked by company. | Chord line to Dhalan.   | 5th March 1906.                   | 1.06  | ...                   | ...                                  | ...                     | Work commenced.                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Chord line to Sajimpara.  | 5th March 1906.                   | 2.50  | ...                   | ...                                  | ...                     | Work commenced.                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Hoochly to Katwa  | 23rd June 1905.                   | 65.20   | ...                   | ...                                  | ...                     | Work suspended.                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Khurga to Hapur   | 13th January 1904.                | 38.87   | ...                   | ...                                  | ...                     | Work commenced.                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Tripoli to Barakuli.  | 18th September 1906               | 2.31  | ...                   | ...                                  | ...                     | Not commenced.                       |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Mile 1704 from Howrah on the Jhorra branch to Chandore.         | 17th March 1903.                  | 4.16  | ...                   | ...                                  | ...                     | Work abandoned.                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Total   | ...                               | 258.72  | ...                   | ...                                  | ...                     |                                      |             |             |                                 |                   |                    |
|   |                      |  |                          |                               | Carried over  | ...                               | 666.61  | 814.76                | 330.30                               | ...                     |                                      |             |             |                                 |                   |                    |

## APPENDIX 4—contd.

Mileage under construction or sanctioned at the close of the calendar year 1906, with additions to the 31st March 1907.

| NUMBER.             |                      | Railway administration by which being constructed. | Name of owning Railway.                          | Classification.                                | Section of line, the construction of which has been sanctioned. | Date construction was sanctioned.                            | MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED. |                                   |                 |                 | REMARKS.   |                                      |                                      |       |                 |
|---------------------|----------------------|--|--|--|---|--|---|-----------------------------------|-----------------|-----------------|--|--------------------------------------|--------------------------------------|-------|-----------------|
| Main head.          | Sub-head.            |  |  |  |   |  | 7' 6"   | 3' 3½"                            | 2' 6"           | 2' 0"           |  |                                      |                                      |       |                 |
| 5                   | (a)                  | Great Indian Peninsula.                            | Great Indian Peninsula.                          | State line worked by company.                  | Brought forward ...   | ...  | 666.61  | 314.76                            | 330.20          | ...             |  |                                      |                                      |       |                 |
|                     |                      |  |  |  | Kurla to Mazgaon  | 17th February 1905.  | 6.87  | ...                               | ...             | ...             | Work commenced.  |                                      |                                      |       |                 |
|                     |                      |  |  |  | Mahim link  | 17th February 1905.  | 1.32  | ...                               | ...             | ...             | Work commenced.  |                                      |                                      |       |                 |
|                     |                      |  |  |  | Wardra to Balharshah.   | 22nd January 1901.   | 37.59   | ...                               | ...             | ...             | Work commenced.  |                                      |                                      |       |                 |
|                     |                      |  |  |  | Sabalgarh to Shimpur  | 9th February 1901.   | ...   | ...                               | ...             | 66.79           | Work commenced.  |                                      |                                      |       |                 |
|                     |                      |  |  |  | Matheran  | Assisted Company's line receiving land only from Government. | Neral to Matheran   | 20th June 1904.                   | ...             | ...             | ...  | 12.61                                | Since opened.                        |       |                 |
| Total               |                      |  |  |  |   | 45.78  | ...   | ...                               | 79.00           |                 |  |                                      |                                      |       |                 |
| 6                   | (a)                  | Madras   | Madras (North-East line).                        | Company's line guaranteed under old contracts. | Basin Bridge Junction to Washermanpet.                          | 11th April 1901  | 1.00  | ...                               | ...             | ...             | Since opened.  |                                      |                                      |       |                 |
|                     |                      |  |  |  | Azhikal Mangalore.  | State line worked by company.                                | Kumbala to Mangalore                                      | 28th June 1903.                   | 20.91           | ...             | ...  | ...                                  | Work commenced.                      |       |                 |
|                     |                      |  |  |  | Basin Bridge Junction to Korakku-petlai.                        | 11th April 1901.   | 0.85  | ...                               | ...             | ...             | ...  | Since opened.                        |                                      |       |                 |
|                     |                      |  |  |  | Nilgiri   | State line worked by company.                                | Coonoor to Ootacamund.                                    | 6th November 1903.                | ...             | 11.75           | ...  | ...                                  | Work commenced.                      |       |                 |
|                     |                      |  |  |  | Salem-Attur   |  | Salem to Attur  | 16th September 1903.              | 36.06           | ...             | ...  | ...                                  | Commencement of work not authorised. |       |                 |
|                     |                      |  |  |  | Total   |  |   |                                   |                 |                 | 58.82  | 11.75                                | ...                                  | ...   |                 |
| 7                   | (a)                  | Nagda-Muttra                                       | Nagda-Muttra                                     | State line worked by the State.                | Crossing of the Chambal river to Muttra.                        | 1st August 1905.   | 199.07  | ...                               | ...             | ...             | Work commenced.  |                                      |                                      |       |                 |
|                     |                      |  |  |  | Kotah to Baran  | 26th January 1906.   | 10.00   | ...                               | ...             | ...             | ...  | Since opened.                        |                                      |       |                 |
|                     |                      |  |  |  | Nagda to the crossing of the Chambal river.                     | 29th November 1904   | 141.43  | ...                               | ...             | ...             | ...  | Work commenced.                      |                                      |       |                 |
|                     |                      |  |  |  | Total   |  |   |                                   |                 |                 | 389.56   | ...                                  | ...                                  | ...   |                 |
|                     |                      |  |  |  | (a)   | North Western State.   | State line worked by the State.                           | Kachla Garhi to mile 22.50.       | 11th July 1905. | 22.50           | ...  | ...                                  | ...                                  | ...   | Work commenced. |
|                     |                      |  |  |  |   |  |   | Khusalgarh bridge and approaches. | ...             | 3.63            | ...  | ...                                  | ...                                  | ...   | Work commenced. |
| Lodhran to Khanawal | 17th March 1906.     | 56.59  | ...  | ...  |   |  |   | ...                               | ...             | Work commenced. |  |                                      |                                      |       |                 |
| Shahdara to Sangla  | 15th November 1901.  | 55.57  | ...  | ...  |   |  |   | ...                               | ...             | Work commenced. |  |                                      |                                      |       |                 |
| (a)                 | North Western State. | State line worked by the State.                    | Shorkot Road to Chichoki.                        | 21th July 1906                                 | 13.65   | ...  | ...   | ...                               | ...             | Work commenced. |  |                                      |                                      |       |                 |
|                     |                      |  | Jullundur-Kapurthala-Sultampur (British section) | State line worked by the State.                | Jullundur to the British Frontier                               | 7th August 1903.   | ...   | 6.50                              | ...             | ...             | Commencement of work not yet authorised and question of gauge not finally settled. |                                      |                                      |       |                 |
|                     |                      |  |  |  | Jullundur-Kapurthala-Sultampur (Native State section).          | Native State line worked by State Agency.                    | Sultampur to the British Frontier.                        | 7th August 1903.                  | ...             | 23.02           |  | ...                                  |                                      |       |                 |
|                     |                      |  |  |  |   |  | Total   |                                   |                 |                 |  |                                      | 268.94                               | ...   | 26.82           |
| 10                  | (a)                  | Oudh and Rohilkhand State.                         | Oudh and Rohilkhand State.                       | State line worked by the State.                | Balamm to Sitapur   | 23rd October 1906.   | 37.12   | ...                               | ...             | ...             | Commencement of work not authorised.   |                                      |                                      |       |                 |
|                     |                      |  |  |  | Mariashu to Zafarabad.  | 2nd October 1903.  | 10.67   | ...                               | ...             | ...             | ...  | Since opened.                        |                                      |       |                 |
|                     |                      |  |  |  | Rosa to Sitapur   | 23rd October 1906.   | 51.36   | ...                               | ...             | ...             | ...  | Commencement of work not authorised. |                                      |       |                 |
|                     |                      |  |  |  | Total   |  |   |                                   |                 |                 | 99.15  | ...                                  | ...                                  | ...   |                 |
|                     |                      |  |  |  | Carried over  |  |   |                                   |                 |                 | 1819.00  | 326.51                               | 359.12                               | 79.00 |                 |

## APPENDIX 4—contd.

*Mileage under construction or sanctioned at the close of the calendar year 1906, with additions to the 31st March 1907.*

| NUMBER.      |           | Railway administration by which being constructed. | Name of owning railway.   | Classification   | Section of line, the construction of which has been sanctioned. | Date construction was sanctioned. | MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED. |           |         |        | REMARKS.                             |
|--------------|-----------|--|---------------------------|--|---|-----------------------------------|---|-----------|---------|--------|--------------------------------------|
| Main head.   | Sub-head. |  |                           |  |   |                                   | 5' 6"   | 3' 3 1/2" | 2' 6"   | 2' 0"  |                                      |
| 11           | (a)       | Assam-Bengal                                       | Assam-Bengal              | State line worked by company.                            | Brought forward...  | ...                               | 1,418'80"   | 325'51"   | 359'12" | 79'00" |                                      |
|              |           |  |                           |  | Akhaura to Ashuganj   | 22nd May 1905.                    | ...   | 19'00"    | ...     | ...    | Work commenced.                      |
|              |           |  |                           |  | Kalanra to the Khoo-seara river.                                | 3rd March 1906.                   | ...   | 16'00"    | ...     | ...    | Not commenced.                       |
| 12           | (c)       | Bengal and North-Western.                          | Bengal and North-Western. | Assisted company receiving land only from Government.    | Total   | ...                               | ...   | 35'00"    | ...     | ...    |                                      |
|              |           |  |                           |  | Burhwal to Sitapur  | 26th October 1905.                | ...   | 59'79"    | ...     | ...    | Not commenced.                       |
|              |           |  |                           |  | Daraula to Maharanganj.   | 28th September 1904.              | ...   | 3'90"     | ...     | ...    | Work commenced.                      |
|              | (b)       | Bengal and North-Western.                          | Tirhoot State.            | State line worked by company.                            | Gorakhpur to Chittanui Ghat.                                    | 31st March 1903.                  | ...   | 60'94"    | ...     | ...    | Since opened.                        |
|              |           |  |                           |  | Savan to Thawe  | 2nd November 1904.                | ...   | 17'83"    | ...     | ...    | Work commenced.                      |
|              |           |  |                           |  | Bahagunia to Narkataganj.                                       | 23rd September 1903.              | ...   | 58'05"    | ...     | ...    | Work commenced.                      |
|              |           |  |                           |  | Bhagadpur Kachery to Bhagalpur.                                 | 17th January 1905.                | ...   | 0'79"     | ...     | ...    | Work commenced.                      |
|              |           |  |                           |  | Maini to Bhaptiahs  | 23rd September 1903.              | ...   | 60'37"    | ...     | ...    | Portion since opened.                |
|              |           |  |                           |  | Narkataganj to Bugaha.  | 23rd September 1903.              | ...   | 26'24"    | ...     | ...    | Work commenced.                      |
|              |           |  |                           |  | Saharsa to Murhganj   | 23rd September 1903.              | ...   | 18'61"    | ...     | ...    | Work commenced.                      |
| 13           | (a)       | Burma  | Burma                     | State line worked by company.                            | Total   | ...                               | ...   | 306'52"   | ...     | ...    |                                      |
|              |           |  |                           |  | Noikhan to Bogayet  | 1st June 1906.                    | ...   | 66'25"    | ...     | ...    | Work suspended.                      |
| 15           | (b)       | Burma  | Burma Extension.          | State line worked by company.                            | Thanaing to Malagan.  | 18th October 1905.                | ...   | 6'70"     | ...     | ...    | Not commenced.                       |
|              |           |  |                           |  | Heuzali to Kyangin  | 19th April 1904.                  | ...   | 65'66"    | ...     | ...    | Work commenced.                      |
| 17           | (a)       | Dibru-Sadiya                                       | Dibru-Sadiya              | Assisted company, subsidized by Local Government.        | Pegu to Martaban  | 27th November 1903.               | ...   | 121'27"   | ...     | ...    | Work commenced.                      |
|              |           |  |                           |  | Total   | ...                               | ...   | 259'88"   | ...     | ...    |                                      |
| 20           | (a)       | Rohilkhand and Kumaon.                             | Rohilkhand and Kumaon.    | Assisted Company, subsidized by the Government of India. | Talap to Sakhoa Ghat.   | 11th May 1905.                    | ...   | 8'52"     | ...     | ...    | Work commenced.                      |
| 20           | (n)       | Rohilkhand and Kumaon.                             | Rohilkhand and Kumaon.    | Assisted Company, subsidized by the Government of India. | Lalkua to Kashipur  | 3rd July 1903.                    | ...   | 36'43"    | ...     | ...    | Work commenced.                      |
|              |           |  |                           |  | Moradabad to Ramnagar.  | 3rd July 1903.                    | ...   | 47'69"    | ...     | ...    | Work commenced.                      |
| 21           | (a)       | South Indian                                       | South Indian              | State line worked by company.                            | Total   | ...                               | ...   | 84'12"    | ...     | ...    |                                      |
|              |           |  |                           |  | Portion of the Ramnagar extension.                              | 18th September 1904.              | ...   | 3'17"     | ...     | ...    | Work commenced.                      |
|              |           |  |                           |  | Tangachimadam to Port Amphill                                   | 16th September 1904.              | ...   | 1'71"     | ...     | ...    | Work commenced.                      |
|              | (b)       | Southern-Mahratta.                                 | Kurnool Road-Kurnool.     | State line worked by company.                            | Tirupachetta to Sivagunga.                                      | 21st April 1909.                  | ...   | 9'09"     | ...     | ...    | Not commenced.                       |
|              |           |  |                           |  | Total   | ...                               | ...   | 13'88"    | ...     | ...    |                                      |
| 22           | (l)       | Southern-Mahratta.                                 | Sangli                    | Native State line worked by company.                     | Bozwada to Masulipatan.   | 20th October 1905.                | ...   | 49'17"    | ...     | ...    | Work commenced.                      |
|              |           |  |                           |  | Kurnool Road to Kurnool.  | 3rd September 1906.               | ...   | 32'00"    | ...     | ...    | Work commenced.                      |
|              |           |  |                           |  | Miraj to Sangli Town  | 1st September 1905.               | ...   | 5'77"     | ...     | ...    | Work commenced.                      |
| 27           | (a)       | Cutch  | Cutch                     | Native State line worked by Native State.                | Total   | ...                               | ...   | 87'24"    | ...     | ...    |                                      |
|              |           |  |                           |  | Anjar to Bhuj   | 29th May 1905.                    | ...   | ...       | 27'38"  | ...    | Work commenced.                      |
| 28           | (a)       | Dholpur-Bari                                       | Dholpur-Bari              | Native State line worked by Native State.                | Dholpur to Bari   | 14th November 1905.               | ...   | ...       | 19'25"  | ...    | Work commenced.                      |
| 29           | (a)       | Dwara-Therria Light.                               | Dwara-Therria Light.      | Assisted company receiving land only from Government.    | Dwara to Maolong  | 15th May 1902.                    | ...   | ...       | 13'50"  | ...    | Work suspended.                      |
|              |           |  |                           |  | Maolong to Therria Ghat.  | 15th May 1902.                    | ...   | ...       | 6'00"   | ...    | Commencement of work not authorised. |
|              |           |  |                           |  | Total   | ...                               | ...   | 19'50"    | ...     |        |                                      |
| Carried over |           |  |                           |  |   | ...                               | 1,519'80"   | 1,121'07" | 425'25" | 79'00" |                                      |

| NUMBER.   |           | Railway administration by which being constructed. | Name of owning railway.            | Classification.  | Section of line, the construction of which has been sanctioned. | Date construction was sanctioned.       | MILEAGE SANCTIONED AND STILL REMAINING TO BE CONSTRUCTED. |           |        |              | REMARKS.   |
|---|-----------|--|------------------------------------|--|---|---|---|-----------|--------|--------------|--|
| Main head.  | Sub-head. |  |                                    |  |   |   | 5' 6"   | 3' 3 1/2" | 2' 6"  | 2' 0"        |  |
| 31  | (a)       | Shahdara (Delhi)-Saharanpur Light.                 | Shahdara (Delhi)-Saharanpur Light. | Assisted company receiving land only from Government.        | Burant to Meerut<br>Delhi (Shahdara) to Saharanpur.             | 11th January 1902.<br>4th January 1902. | 1,618-80  | 1,121-67  | 425-25 | 79-00        | Not commenced.<br><br>Work commenced.  |
|   |           |  |                                    |  |   | Total                                   |   |           | 125-00 |              |  |
| 36  | (a)       | Howrah-Amta Light.                                 | Howrah-Amta Light.                 | Assisted company, subsidized by District Board.              | Autpur to Champa-danga.<br>Autpur to Rajbul-hat                 | 20th March 1902.<br>20th March 1902.    |   |           |        | 9-00<br>3-50 | Commencement of work not authorised.<br>Commencement of work not authorised. |
|   |           |  |                                    |  |   | Total                                   |   |           |        | 12-50        |  |
| Total mileage sanctioned and still remaining to be constructed on the 31st December 1906. |           |  |                                    |  |   |   | 1,618-80  | 1,121-67  | 550-25 | 91-50        |  |
| MILEAGE SANCTIONED FROM 1ST JANUARY TO 31ST MARCH 1907.                                   |           |  |                                    |  |   |   |   |           |        |              |  |
| 12  | (a)       | Bengal and North-Western.                          | Bengal and North-Western.          | Assisted Company's line receiving land only from Government. | Benares to Jhooansi   | 18th February 1906.                     | ...   | 72-58     | ...    | ...          |  |
| Total mileage sanctioned from 1st January to 31st March 1907                              |           |  |                                    |  |   |   | ...   | 72-58     | ...    | ...          |  |

*Capital authorized to be raised for the Madras (Guaranteed) railway, State lines leased to companies, to the 31st*

| Main head. | Sub-head. | NUMBER. | RAILWAYS.  | AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31st DECEMBER 1906. |             |                  |            | AMOUNT RAISED BY THE COMPANIES UP TO THE 31st DECEMBER 1906. |                                 |                |
|------------|-----------|---------|--|---|-------------|------------------|------------|--|---------------------------------|----------------|
|            |           |         |  | Share Capital.  | Debentures. | Debenture stock. | Total.     | Share Capital.   | Debentures.                     | Total.         |
|            |           |         |  | £   | £           | £                | £          | Rate of interest per cent.                                   | Amount.                         | Cash received. |
|            |           |         | Guaranteed.  | £   | £           | £                | £          |  | £                               | £              |
| 6          | (a)       |         | Madras . . . . .   | 10,257,636  | 2,224,000   | ..               | 12,481,636 | 5 4 4  | 8,757,670<br>993,560<br>500,000 | 2,219,054      |
|            |           |         | State lines leased to Companies                            |   |             |                  |            |  |                                 |                |
| 1          | (a)       |         | Bengal-Nagpur . . . . .                                    | 900,000   | 1,900,000   | ..               | 2,800,000  | 4  | 3,000,000                       | 1,892,961      |
|            | (b)       |         | Do. Extensions . . . . .                                   | ..  | 3,605,000   | ..               | 3,605,000  | ..   | ..                              | 3,595,983      |
| 3          | (f)       |         | Indian Midland . . . . .                                   | 3,400,000   | 3,429,100   | ..               | 6,829,100  | 4  | 3,000,000                       | 3,418,105      |
| 11         | (a)       |         | Assam-Bengal . . . . .                                     | 1,500,000   | 1,355,900   | ..               | 2,855,900  | 3  | 1,500,000                       | 1,352,825      |
| 15         | (a)       |         | Burma . . . . .  | 2,000,000   | ..          | 1,250,000        | 3,250,000  | 2 1/2  | 2,000,000                       | ..             |
| 20         | (f)       |         | Lucknow-Bareilly section (Rohilkhand and Kumaon) . . . . . | ..  | 147,000     | ..               | 147,000    | ..   | ..                              | 160,837        |
| 22         | (a)       |         | Southern Mahratta . . . . .                                | 3,500,000   | 1,365,000   | ..               | 4,865,000  | 3 1/2  | 3,491,540                       | 1,363,863      |
|            | (f)       |         | Mysore section (Southern Mahratta) . . . . .               | ..  | ..          | 1,200,000        | 1,200,000  | ..   | ..                              | ..             |
|            |           |         | Total . . . . .  | 13,000,000  | 11,802,000  | 2,450,000        | 27,252,000 | ..   | 12,991,540                      | 11,784,274     |
|            |           |         | Branch lines   |   |             |                  |            |  |                                 |                |
| 2          | (a)       |         | Ahmedabad-Dholka . . . . .                                 | 86,667  | ..          | ..               | 86,667     | ..   | ..                              | ..             |
| 2          | (b)       |         | Ahmedabad-Parantij . . . . .                               | 133,333   | ..          | ..               | 133,333    | ..   | ..                              | ..             |
| 10         | (f)       |         | Hardwar-Dohra . . . . .                                    | 200,000   | ..          | ..               | 200,000    | ..   | ..                              | ..             |
| 3          | (c)       |         | Mymensingh-Jamshilpur-Jayannathganj . . . . .              | 166,667   | ..          | ..               | 166,667    | ..   | ..                              | ..             |
| 4          | (c)       |         | South Behar . . . . .                                      | 400,000   | ..          | 290,000          | 690,000    | ..   | 379,580                         | ..             |
| 2          | (f)       |         | Tapti Valley . . . . .                                     | 993,333   | ..          | 40,000           | 1,033,333  | ..   | ..                              | ..             |
| 9          | (b)       |         | Amritsar-Patti . . . . .                                   | 106,667   | ..          | ..               | 106,667    | ..   | ..                              | ..             |
|            |           |         | Total . . . . .  | 2,086,667   | ..          | 330,000          | 2,416,667  | ..   | 879,580                         | ..             |
|            |           |         | GRAND TOTAL . . . . .                                      | 25,086,667  | 14,026,000  | 2,780,000        | 42,150,297 | ..   | 23,028,750                      | 14,003,828     |

Details of Debenture loans on 31st December 1906 and the dates at which the loans expire.

*Madras Railway—*

| £         | 3 1/2 per cent. | 30th April 1907.    |
|-----------|-----------------|---------------------|
| 100,000   | 3 1/2           | 30th June 1907.     |
| 54,200    | 3 1/2           | 31st October 1907.  |
| 200,000   | 3 1/2           | 31st December 1907. |
| 81,400    | 3 1/2           | 31st December 1907. |
| 53,300    | 3 1/2           | 30th June 1909.     |
| 174,400   | 3 1/2           | 30th June 1910.     |
| 62,300    | 3 1/2           | 1st August 1910.    |
| 90,000    | 3               | 31st December 1910. |
| 80,000    | 3               | 19th May 1911.      |
| 500,000   | 3 1/2           | 30th June 1911.     |
| 293,700   | 3 1/2           | 31st December 1911. |
| 75,000    | 3 1/2           | 30th June 1912.     |
| 243,700   | 3 1/2           |                     |
| 2,224,000 |                 |                     |

*Bengal-Nagpur Railway—*

| £         | 3 1/2 per cent. | 10th January 1907.  |
|-----------|-----------------|---------------------|
| 300,700   | 3 1/2           | 18th February 1907. |
| 448,000   | 3 1/2           | 3rd January 1908.   |
| 155,000   | 3 1/2           | 4th May 1908.       |
| 400,000   | 3 1/2           | 18th February 1909. |
| 265,600   | 3 1/2           | 21st April 1909.    |
| 400,000   | 3 1/2           | 1st June 1909.      |
| 750,000   | 3 1/2           | 15th June 1909.     |
| 400,000   | 3 1/2           | 18th February 1910. |
| 783,500   | 3 1/2           | 10th July 1908.     |
| 109,300   | 3 1/2           | 18th August 1910.   |
| 400,000   | 3 1/2           | 31st January 1911.  |
| 600,000   | 3 1/2           | 5th May 1911.       |
| 400,000   | 3 1/2           |                     |
| 5,505,000 |                 |                     |

## DIX '5.

and railways constructed under the "Branch line" terms, the amount raised and the amount withdrawn December 1906.

| AND ADVANCED BY THE SECRETARY TO THE 31ST DECEMBER 1906. |   |  | AMOUNT RAISED IN INDIA TO THE 31ST DECEMBER 1906. |                 |   | Total amount raised to the 31st December 1906. | TOTAL AMOUNT WITHDRAWN TO THE 31ST DECEMBER 1906. |  | REMARKS   |
|--|---|--|---|-----------------|---|--|---|--|---|
| Debiture stock.  | Capital not bearing interest (premium). | Advances made to companies from money raised under Act 51, Viet, Cap. 5. | Share Capital.                                    | Debiture stock. | Capital not bearing interest (premium). |  | During calendar year 1906.                        | Up to the close of calendar year 1906. |   |
| £  | £                                       | £  | £   | £               | £                                       | £  | £   | £                                      |   |
| ...  | 8,524                                   | ...  | ...   | ...             | ...                                     | 12,485,208                                     | 172,323   | 12,651,532                             |   |
| ...  | 8,150                                   | 2,900,000  | ...   | ...             | ...                                     | 7,801,111                                      | 93,762  | 8,060,760                              |   |
| ...  | 9,450                                   | ...  | ...   | ...             | ...                                     | 3,605,433                                      | 672,972   | 9,710,953                              |   |
| ...  | -5,977                                  | 1,615,000  | ...   | ...             | ...                                     | 8,057,128                                      | 68,899  | 8,793,518                              |   |
| ...  | 15,385                                  | ...  | ...   | ...             | ...                                     | 2,867,910                                      | ...   | 2,867,910                              |   |
| 1,199,819  | ...                                     | ...  | ...   | ...             | ...                                     | 3,199,819                                      | 279,755   | 3,947,047                              |   |
| ...  | -735                                    | ...  | ...   | ...             | ...                                     | 160,102  | 13,987  | 484,450                                |   |
| ...  | 31,007                                  | 2,120,900  | 8,460   | ...             | 34                                      | 7,024,804                                      | 21,791  | 6,978,189                              |   |
| 1,200,000  | 24,000                                  | ...  | ...   | ...             | ...                                     | 1,224,000                                      | 6,016   | *1,237,201                             | *The Mysore Durbar has deposited £23,490 towards the share of Joint Shares on the Southern Mahratta Railway books chargeable against the capital of the Mysore Railway. |
| 2,399,819  | 81,280                                  | 6,674,900  | 8,160   | ...             | 34                                      | 33,940,307                                     | 1,161,683   | 42,080,001                             |   |
| ...  | ...                                     | ...  | 73,280  | ...             | ...                                     | 73,280   | 2,582   | 72,248                                 |   |
| ...  | ...                                     | ...  | 130,000   | ...             | 2,067                                   | 132,667  | 419   | 133,202                                |   |
| ...  | ...                                     | ...  | 195,067   | ...             | ...                                     | 195,067  | 242   | 194,952                                |   |
| ...  | ...                                     | ...  | 161,096   | ...             | ...                                     | 161,096  | 1,947   | 161,016                                |   |
| 220,000  | 15,000                                  | ...  | ...   | ...             | ...                                     | 684,580  | -147  | 735,189                                |   |
| ...  | ...                                     | ...  | 833,333   | 39,203          | 17                                      | 872,553  | -52   | 872,100                                |   |
| ...  | ...                                     | ...  | 106,539   | ...             | ...                                     | 106,539  | 79,398  | 79,398                                 |   |
| 230,000  | 15,000                                  | ...  | 1,499,315   | 39,203          | 2,684                                   | 2,225,782                                      | 84,380  | 2,243,195                              |   |
| 2,889,819  | 104,504                                 | 6,674,900  | 1,507,775   | 39,203          | 2,718                                   | 48,651,297                                     | 1,418,393   | 50,979,753                             |   |

## Indian Midland Railway—

|           |              |                     |
|-----------|--------------|---------------------|
| £         | 3½ per cent. | 30th June 1907.     |
| 610,000   | 3½ "         | 31st December 1907. |
| 421,200   | 3½ "         | 3rd October 1908.   |
| 500,000   | 3½ "         | 30th June 1910.     |
| 257,500   | 3½ "         | 30th June 1910.     |
| 150,000   | 3½ "         | 30th June 1911.     |
| 742,500   | 3½ "         | 31st December 1911. |
| 165,000   | 3½ "         | 30th June 1912.     |
| 582,900   | 3½ "         |                     |
| 3,429,100 |              |                     |

## Lucknow-Bareilly Railway—

|         |              |                |
|---------|--------------|----------------|
| £       | 3½ per cent. | 1st July 1910. |
| 32,000  | 3½ "         | 1st July 1911. |
| 115,000 |              |                |
| 147,000 |              |                |

## Southern Mahratta Railway—

|           |              |                   |
|-----------|--------------|-------------------|
| £         | 3½ per cent. | 1st October 1907. |
| 50,000    | 3½ "         | 1st April 1908.   |
| 100,000   | 3½ "         | 1st October 1908. |
| 255,000   | 3½ "         | 31st May 1909.    |
| 100,000   | 3½ "         | 1st October 1909. |
| 95,000    | 3½ "         | 1st March 1910.   |
| 150,000   | 3½ "         | 11th April 1910.  |
| 100,000   | 3½ "         | 1st October 1910. |
| 10,000    | 3½ "         | 1st April 1912.   |
| 505,000   |              |                   |
| 1,365,000 |              |                   |

## Assam-Bengal Railway—

|           |              |                  |
|-----------|--------------|------------------|
| £         | 3½ per cent. | 4th July 1907.   |
| 560,000   | 3½ "         | 4th July 1909.   |
| 485,900   | 3 "          | 13th April 1910. |
| 300,000   |              |                  |
| 1,355,900 |              |                  |

## Capital expenditure in thousands of rupees

| Number.                         | Railways (including branches worked).          | EXPENDITURE ON NEW LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS. |         |         |         |         |         |         |         |         |         |
|---------------------------------|--|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|                                 |  | YEARS.  |         |         |         |         |         |         |         |         |         |
|                                 |  | 1897.   | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   | 1903.   | 1904.   | 1905.   | 1906.   |
| 1 (a) to (g)                    | Bengal Central . . . . .                       | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
|                                 | Bongal-Nagpur . . . . .                        | 1,71,83   | 1,71,20 | 1,67,91 | 79,14   | 40,25   | 1,42,51 | 1,17,84 | 1,02,23 | 68,63   | 26,71   |
| 2 (a) & (c) to (f) & (n) & (o). | Bombay, Baroda and Central India . . . . .     | 16,82   | 49,86   | 60,95   | 24,05   | 13,72   | 9,76    | 23,43   | 7,56    | 1,09    | 6       |
| 3                               | Eastern Bengal State . . . . .                 | 3,00  | 13,89   | 22,15   | 31,10   | 40,07   | 35,32   | 30,58   | 38,18   | 37,15   | 30,03   |
| 4                               | East Indian . . . . .                          | 60,80   | 1,07,94 | 68,09   | 39,09   | 33,15   | 28,67   | 48,80   | 91,17   | 1,26,85 | 92,25   |
| 5                               | Great Indian Peninsula . . . . .               | 65,88   | 80,87   | 67,71   | 18,77   | 2,19    | 4,12    | 26,13   | 69,16   | 16,17   | 25,16   |
| 6 (a) to (h)                    | Madras . . . . .                               | 10,91   | 7,47    | 11,38   | 20,80   | 51,50   | 39,56   | 60,42   | 37,51   | 47,77   | 42,45   |
| 7                               | Nagda-Muttra . . . . .                         | ...   | ...     | ...     | ...     | ...     | ...     | ...     | 1,75    | 21,89   | 1,00,30 |
| 8                               | Nizam's Guaranteed State . . . . .             | 15,32   | 40,79   | 78,37   | 37,06   | ...     | ...     | ...     | ...     | ...     | 6       |
| 9 (a) to (j)                    | North Western State . . . . .                  | 1,26,86   | 62,24   | 41,82   | 41,48   | 54,68   | 48,91   | 30,87   | 1,21,56 | 1,32,78 | 1,43,81 |
| 10                              | Ondh and Rohilkhand State . . . . .            | 39,35   | 23,72   | 39,27   | 27,17   | 9,30    | 20,61   | 54,52   | 30,78   | 29,13   | 9,73    |
| 11                              | Assam-Bengal . . . . .                         | 1,00,69   | 1,35,92 | 1,05,81 | 97,65   | 88,10   | 71,84   | 45,68   | 13,59   | 62      | 4,60    |
| 12                              | Bengal and North-Western . . . . .             | 1,04,74   | 62,86   | 70,90   | 28,89   | 30,46   | 26,15   | 12,63   | 46,76   | 45,07   | 39,21   |
| 13                              | Bengal Doonars . . . . .                       | 72  | 1,86    | 7,98    | 18,19   | 15,61   | 15,56   | 8,50    | ...     | ...     | ...     |
| 14                              | Lhavnagar-Gondal-Junagadh-Port aular . . . . . | 9,30  | 5,43    | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
| 15                              | Burma . . . . .                                | 39,67   | 43,29   | 62,52   | 50,63   | 56,42   | 35,77   | ...     | 3,59    | 42,25   | 58,32   |
| 16                              | Deoghar . . . . .                              | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
| 17                              | Dibru-Sadiya . . . . .                         | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | 62      |
| 18                              | Jodhpur-Bikaner . . . . .                      | 10,04   | 26,40   | 4,86    | 6,61    | 4,90    | 6,77    | ...     | 89      | 1       | 5       |
| 19                              | Morvi . . . . .                                | ...   | ...     | ...     | 2,32    | 11      | 3       | 85      | 16,24   | 7,18    | ...     |
| 2 (b) & (g) to (m).             | Rajputana-Malwa . . . . .                      | 12,69   | 8,58    | 2,67    | 59      | 21      | 1,07    | 1,63    | 35,80   | 26,26   | -19     |
| 20                              | Rohilkhand and Kumaon . . . . .                | ...   | ...     | ...     | ...     | 3       | 43      | 83      | 9,74    | 33,18   | 9,83    |
| 21                              | South Indian . . . . .                         | 5,19  | -21,05  | 2,70    | 14,09   | 36,50   | 73,39   | 56,12   | 27,81   | 7,14    | ...     |
| 22                              | Southern Mahratta . . . . .                    | ...   | ...     | ...     | ...     | ...     | ...     | 2,56    | 12,60   | 2,78    | 9,56    |
| 23                              | Udaipur-Chitor . . . . .                       | 26  | 1,13    | 2,16    | 45      | 21      | ...     | ...     | ...     | ...     | ...     |
| 24                              | Baraot-Basirhat Light . . . . .                | ...   | ...     | ...     | ...     | ...     | ...     | ...     | 5,69    | 1,38    | ...     |
| 25                              | Barsi Light . . . . .                          | ...   | ...     | ...     | ...     | ...     | ...     | ...     | 23      | 7,92    | ...     |
| 26                              | Bukhtiarapore-Bihar Light . . . . .            | ...   | ...     | ...     | ...     | ...     | ...     | 5,30    | ...     | ...     | ...     |
| 27                              | Catch . . . . .                                | ...   | ...     | ...     | ...     | ...     | ...     | 92      | 1,35    | ...     | 2,71    |
| 28                              | Dholpur-Bari . . . . .                         | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | 2,04    | 80      |
| 29                              | Dwaru-Thoria Light . . . . .                   | ...   | ...     | ...     | ...     | ...     | ...     | 8,24    | 1,39    | 82      | ...     |
| 30                              | Kalka-Simla . . . . .                          | ...   | ...     | 3,39    | 4,51    | 23,53   | 49,99   | 50,09   | 21,40   | 4,34    | ...     |
| 31                              | Shahdara (Delhi)-Saharapur Light . . . . .     | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | 8,15    |
|                                 | Ranaghat-Krishnagar Light . . . . .            | 1,01  | 5,01    | 5       | ...     | ...     | ...     | ...     | 1       | ...     | ...     |
| 32                              | Tarakeshwar-Magra Light . . . . .              | ...   | ...     | ...     | ...     | ...     | ...     | 16      | ...     | ...     | ...     |
| 33                              | Tozapore-Balipara Light . . . . .              | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
| 35                              | Darjeeling-Himalayan . . . . .                 | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
| 36                              | Howrah-Amra Light . . . . .                    | 4,01  | 29      | 5       | 1       | 8       | ...     | 20      | 2,79    | ...     | ...     |
| 37                              | Howrah-Sheakhala Light . . . . .               | 2,81  | 33      | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
| 38                              | Jorhat . . . . .                               | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
|                                 | TOTAL . . . . .                                | 8,30,33   | 8,27,93 | 8,26,84 | 5,42,51 | 5,03,52 | 6,11,46 | 5,01,99 | 6,89,57 | 7,22,43 | 6,01,81 |

## IX 7.

during each of the past 10 years.

| EXPENDITURE ON ROLLING-STOCK IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, etc., NOT FINALLY CHARGED OFF IN THE ACCOUNTS. |         |         |         |         |         |         |         |         |         | REMARKS.   |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|--|
| YEARS.  |         |         |         |         |         |         |         |         |         |  |
| 1897.   | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   | 1903.   | 1904.   | 1905.   | 1906.   |  |
| 11,59   | 4,37    | 1,95    | 27      | 3       | 4       | 15      | ...     | ...     | ...     | * Purchased by the State from the 1st July 1905 and incorporated with the 5' 6" gauge section of the Eastern Bengal State Railway [8(a)] |
| 32  | 1,13    | 33,92   | 27,35   | 4,29    | 57,16   | 34,13   | 40,04   | 57,18   | 21,80   |  |
| 24  | 6,00    | 13,84   | 13,34   | 4,24    | 2,51    | 7,97    | 3,26    | 1,48    | 4,54    |  |
| 16,63   | 10,52   | 18,21   | 4,57    | 13,01   | 18,12   | 35,25   | 15,25   | 25,14   | 19,91   |  |
| 27,27   | 36,32   | 1,06,52 | 64,34   | 73,57   | 54,29   | 17,91   | 28,98   | 30,13   | 54,33   |  |
| 7,85  | 1,63    | 8,27    | 13,36   | 21,27   | 12,27   | 31,84   | 37,89   | 12,63   | 45,26   |  |
| 6,57  | 1,47    | 3,66    | 3,26    | 10,11   | 25,43   | 16,44   | 6,24    | 7,49    | 4,29    |  |
| ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | 7,50    |  |
| 49  | 3,06    | 12,80   | 12,67   | 1,51    | 5,86    | 3,65    | 72      | 51      | 3,15    |  |
| 36,32   | 21,85   | 5,70    | 79      | 12,30   | 22,21   | 14,34   | 13,91   | 88,56   | 1,14,41 |  |
| 3,51  | 7,06    | 5,68    | 79      | 5,85    | 17,93   | 23,91   | 7,58    | 6,02    | 4,74    |  |
| 4,25  | 2,65    | 1,63    | 37      | 3,05    | 7,69    | 9,86    | 6,32    | 4,79    | 10,41   |  |
| 9,93  | 24,03   | 15,84   | 18,58   | 18,47   | 12,49   | 18,33   | 3,48    | 14,00   | 32,80   |  |
| 52  | 1       | 4,09    | 2,32    | 1,40    | 7       | 25      | 5       | ...     | ...     |  |
| 67  | 1,24    | 8       | 16      | 80      | 35      | 55      | -1,05   | ...     | 23      |  |
| 1,50  | 6,36    | 11,96   | 4,74    | 20,85   | 26,69   | 19,57   | 12,20   | 6,64    | 18,95   |  |
| ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |  |
| 14  | 20      | 16      | 2,52    | 1,18    | ...     | 9       | 4,47    | 19      | 23      |  |
| ...   | 6,08    | 14,11   | 22      | 2,22    | 1,95    | 4,22    | 1,36    | 71      | 78      |  |
| 2   | 12      | 4       | 6       | 10      | -12     | -22     | ...     | 3,00    | 1,13    | + Represents Ex-   |
| -12   | -1,59   | 3,07    | 1,83    | 89      | 8,70    | 8,19    | 3,35    | 10,09   | 8,04    | penses on  |
| 2   | 2,42    | 1,02    | 3,39    | 2,06    | 6,86    | 6,11    | 1,33    | 77      | 11,65   | conversion of  |
| 1,22  | 43      | 73      | 26      | -3      | 1,46    | 2,96    | 1,27    | 14,75   | ...     | the existing line  |
| 1,40  | 5,34    | 3,42    | 1,44    | 1,88    | 26      | 85      | 85      | 16,54   | 7,51    | from 2' 6" to  |
| 2,25  | 5       | ...     | ...     | 42      | ...     | ...     | ...     | ...     | ...     | 3' 3 1/2" gauge.   |
| ...   | ...     | ...     | ...     | ...     | ...     | ...     | 2,05    | ...     | 26      |  |
| 1,77  | 27      | ...     | ...     | -39     | ...     | ...     | ...     | 70      | 4,94    |  |
| ...   | ...     | ...     | ...     | ...     | ...     | 2,17    | 23      | ...     | 15      |  |
| ...   | ...     | ...     | ...     | ...     | ...     | 12      | 12      | 10      | 1,0     |  |
| ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | 88      |  |
| ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | 50      | ...     |  |
| ...   | ...     | ...     | ...     | ...     | 1,07    | 3,93    | 2,85    | 4,96    | 1,94    |  |
| ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |  |
| ...   | 1,20    | ...     | 24      | ...     | ...     | ...     | 1       | ...     | ...     | † Purchased by   |
| ...   | 1       | 18      | ...     | ...     | ...     | 1       | 1       | 8       | 19      | the State from   |
| ...   | 6       | 12      | ...     | ...     | ...     | ...     | ...     | ...     | ...     | the 1st July   |
| 2   | -25     | 54      | -16     | 1       | 9       | 41      | 70      | 12      | 13      | 1904 and incor-  |
| 1,26  | 99      | 11      | 46      | ...     | 72      | ...     | 30      | ...     | 1,62    | porated with   |
| 1,17  | 48      | ...     | ...     | ...     | ...     | 3       | ...     | ...     | ...     | the Eastern  |
| 38  | 20      | ...     | ...     | -31     | 4       | 12      | 2       | ...     | 6       | Bengal State   |
| 1,37,44   | 1,48,71 | 2,07,88 | 1,77,87 | 1,98,73 | 2,84,05 | 2,62,54 | 1,92,98 | 2,60,17 | 3,75,56 | Railway.   |

## Capital expenditure in thousands of rupees.

| Number.       | Railways (including branches worked).         | EXPENDITURE ON IMPROVEMENT OF EXISTING LINES IN THOUSANDS OF RUPEES EXCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS. |         |         |         |         |         |         |         |         |         |
|---------------|---|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|
|               |   | Years.  |         |         |         |         |         |         |         |         |         |
|               |   | 1897.   | 1898.   | 1899.   | 1900.   | 1901.   | 1902.   | 1903.   | 1904.   | 1905.   | 1906.   |
| 1 (a) to (g). | Bengal Central . . . .                        | 66  | 2,15    | 75      | 1,66    | 1,18    | 1,15    | 73      | 43      | ...     | ...     |
|               | Bengal-Nagpur . . . .                         | 8,56  | 67      | 25      | 1,68    | 3,37    | 1,61    | 3,58    | 5,66    | 5,20    | 46,73   |
|               | Bombay, Baroda and Central India . . . . .    | 28,88   | 15,33   | 36,60   | 8,42    | 21,74   | 9,89    | 5,71    | 4,83    | 2,74    | 12,35   |
|               | 3 Eastern Bengal State . . . .                | 27,03   | 7,64    | 8,72    | 13,85   | 11,37   | 15,46   | 23,86   | 49,13   | 1,08,73 | 30,75   |
| 4             | East Indian . . . . .                         | 19,82   | 28,96   | 40,78   | 48,92   | 64,24   | 58,69   | 41,88   | 46,44   | 63,92   | 51,52   |
| 5             | Great Indian Peninsula . . . .                | 4,37  | 8,04    | 6,75    | 10,28   | 11,65   | 17,04   | 23,56   | 64,79   | 73,48   | 53,55   |
| 6 (a) to (h)  | Madras . . . . .                              | 3,30  | 3,16    | 2,43    | 3,93    | 9,33    | 4,56    | 5,91    | 14,26   | 13,47   | 15,96   |
| 7             | Nagda-Matra . . . . .                         | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
| 8             | Nizam's Guaranteed State . . . .              | 3,15  | 1,24    | -1,05   | 2,78    | 6,53    | 8,14    | 3,76    | 2,97    | 2,76    | 2,43    |
| 9 (a) to (j)  | North Western State . . . .                   | 28,30   | 18,92   | 20,58   | 19,10   | 14,67   | 48,44   | 22,42   | 30,94   | 33,14   | 42,61   |
| 10            | Oudh and Rohilkhand State . . . .             | 4,01  | 4,38    | 9,74    | 8,20    | 9,45    | 12,75   | 12,40   | 19,80   | 19,62   | 11,46   |
| 11            | Assam-Bengal . . . . .                        | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | 12,03   | 9,94    |
| 12            | Bengal and North-Western . . . .              | 2,86  | 5,05    | 6,63    | 12,21   | 7,19    | 25,66   | 21,79   | 29,04   | 16,81   | 25,97   |
| 13            | Bengal Doon . . . . .                         | 1,08  | 53      | 38      | 16      | 2       | 5       | 21      | 5,55    | 3,54    | 2,10    |
| 14            | Bhavnagar-Gondal-Junagadh-Perbandar . . . . . | 73  | 2,10    | 91      | 31      | 16      | 40      | 3       | 3       | 24      | 39      |
| 15            | Burma . . . . .                               | 6,24  | 5,09    | 11,31   | 25,14   | 22,05   | 7,91    | 20,35   | 21,11   | 17,60   | 22,54   |
| 16            | Deoghur . . . . .                             | ...   | 1       | -1      | ...     | ...     | ...     | ...     | ...     | 23      | -23     |
| 17            | Dibru-Sadiya . . . . .                        | 2,41  | 7       | ...     | 6       | 7,20    | 23      | 32      | 22      | 27      | 8       |
| 18            | Jodhpur-Bikaner . . . . .                     | 7   | 6,35    | -81     | -1,58   | 3,16    | 3,77    | 62      | 56      | 12      | 35      |
| 19            | Morvi . . . . .                               | 49  | 7       | 5       | -10     | 1       | ...     | ...     | -1      | -13     | -27     |
| 20            | Rajputana-Malwa . . . . .                     | 2,85  | 3,33    | 3,08    | 3,53    | 8,20    | 13,88   | 9,48    | 8,62    | 13,90   | 16,93   |
| 21            | Rohilkhand and Kumaon . . . .                 | 1,71  | 79      | 21      | 1,15    | 1,02    | 66      | 1,50    | 1,56    | 65      | 12,16   |
| 22            | South Indian . . . . .                        | 76  | 1,52    | 3,59    | 3,03    | 3,83    | 1,46    | 3,40    | 6,64    | 8,41    | 25,83   |
| 23            | Southern Mahratta . . . . .                   | 5,60  | 6,29    | 7,50    | 5,79    | 4,59    | 3,29    | 2,58    | 2,26    | 5,49    | 3,30    |
| 24            | Udaipur-Chitor . . . . .                      | ...   | ...     | ...     | ...     | 19      | 4       | 1       | ...     | 1       | 8       |
| 25            | Barnaset-Basirhat Light . . . .               | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | 15      |
| 26            | Barsi Light . . . . .                         | ...   | ...     | ...     | ...     | ...     | 7       | ...     | ...     | -4      | 6,08    |
| 27            | Bukhtiarporo-Bihar Light . . . .              | ...   | ...     | ...     | ...     | ...     | ...     | ...     | 39      | 1       | 4       |
| 28            | Cutch . . . . .                               | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
| 29            | Dholpur-Bari . . . . .                        | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
| 30            | Dwara-Thoria Light . . . . .                  | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
| 31            | Kalka-Simla . . . . .                         | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | 68      |
| 32            | Shahdara (Delhi)-Saharanpur Light . . . . .   | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
| 33            | Ranaghat-Krishnagar Light . . . .             | ...   | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     | ...     |
| 34            | Tarakeshwar-Magra Light . . . .               | ...   | 1       | 1       | ...     | 2       | 5       | 6       | 3       | 5       | 7       |
| 35            | Tezporo-Balipara Light . . . .                | 3   | 1       | 5       | 13      | ...     | ...     | ...     | ...     | ...     | ...     |
| 36            | Darjeeling-Himalayan . . . . .                | 38  | 49      | 25      | 19      | 21      | 12      | 31      | 4       | 16      | 20      |
| 37            | Howrah-Amra Light . . . . .                   | ...   | ...     | ...     | ...     | ...     | ...     | ...     | 14      | 16      | 21      |
| 38            | Howrah-Shoakhala Light . . . .                | ...   | ...     | ...     | ...     | ...     | ...     | 2       | ...     | -1      | ...     |
| 39            | Jorhat . . . . .                              | ...   | ...     | 4       | ...     | 17      | 3       | ...     | ...     | ...     | -6      |
| TOTAL         |   | 1,48,40   | 1,22,09 | 1,59,64 | 1,68,79 | 2,11,55 | 2,35,35 | 2,04,98 | 3,15,43 | 4,02,55 | 3,98,90 |

## DIX 7—concluded.

during each of the past 10 years.

| TOTAL CAPITAL EXPENDITURE IN THOUSANDS OF RUPEES INCLUDING VALUE OF STORES, ETC., NOT FINALLY CHARGED OFF IN THE ACCOUNTS. |          |          |         |         |          |          |          |            |          | REMARKS. |
|--|----------|----------|---------|---------|----------|----------|----------|------------|----------|----------|
| YEARS.   |          |          |         |         |          |          |          |            |          |          |
| 1897.  | 1898.    | 1899.    | 1900.   | 1901.   | 1902.    | 1903.    | 1904.    | 1905.      | 1906.    |          |
| 10,29  | 6,90     | 3,04     | 34      | 2,59    | 1,56     | 76       | —36      | ...        | ...      |          |
| 1,09,28  | 1,02,45  | 1,98,57  | 75,84   | •77,61  | 1,76,45  | 1,94,63  | 1,19,88  | 1,19,67    | 1,16,49  |          |
| 16,06  | 89,09    | 98,92    | 28,78   | 56,65   | 29,50    | 19,61    | 9,62     | 7,90       | 2,69     |          |
| 51,23  | 35,51    | 56,49    | 49,25   | 66,77   | 81,52    | 1,19,34  | 1,00,61  | • 2, 8, 13 | 94,27    |          |
| 1,42,83  | 1,06,97  | 2,18,13  | 1,62,19 | 1,41,12 | 1,45,82  | 1,39,68  | 1,45,03  | 2,83,23    | 2,21,73  |          |
| 71,81  | 79,51    | 78,98    | 53, 2   | 44,54   | 23,58    | 1,16,21  | 1,70,71  | 1,02 30    | 1,12,28  |          |
| 19,63  | 12,65    | 19,27    | 55,11   | 63,58   | 69,36    | 86,09    | 72,11    | • 69,17    | 54,97    |          |
| ...  | ...      | ...      | ...     | ...     | ...      | ...      | 1,73     | 46,34      | 1,46,42  |          |
| 18,30  | 60,32    | 96,90    | 32,24   | 18,40   | 15,84    | 5,73     | 5,26     | 6,53       | 1,83     |          |
| 1,06,19  | 82,47    | 66,46    | 83,47   | 93,87   | 1,00,10  | 69,53    | 2,09,09  | 2,72 27    | 3,22,00  |          |
| 44,90  | 31,16    | 55,60    | 39,36   | 32,76   | 76,47    | 87,45    | 53,66    | 41,37      | 34,11    |          |
| 1,10,23  | 1,18,74  | 1,13,15  | 86,46   | 15,47   | 69,56    | 53,24    | 19,81    | 18,21      | 25,28    |          |
| 1,63,10  | 79,6     | 70,13    | 5,94    | 45,78   | 63,17    | 53,92    | 79,23    | 90,04      | 88,14    |          |
| 2,17   | 4,25     | 22,26    | 19,77   | 15 2    | 10,45    | 7,09     | 5,35     | 3,56       | 2,13     |          |
| 8,67   | 8,95     | 92       | 17      | 96      | 44       | 67       | —1,40    | —54        | 1,68     |          |
| 59,87  | 51,02    | 86,24    | 92,79   | 95,26   | 71,01    | 31,03    | 36,97    | 81,20      | 90,42    |          |
| ...  | 1        | —1       | ...     | ...     | —0       | ...      | ...      | 23         | —23      |          |
| 2,55   | 27       | 17       | 2,57    | 8,32    | 1,73     | 41       | 1,69     | 46         | 93       |          |
| 10,12  | 79,35    | 18,04    | 4 89    | 19,78   | 6,64     | —57      | 2,21     | 1,90       | 2,11     |          |
| 94   | 3        | 27       | 2,22    | 31      | —26      | 56       | 6,18     | 9,85       | 99       |          |
| —2,83  | 9,43     | 10 59    | 17,19   | 12,74   | 23, 3    | 30, 3    | 43,71    | 39,38      | 39,53    |          |
| 3,79   | 2,10     | 13       | 5,37    | 4,31    | 12,92    | 4,60     | 19,79    | 10,64      | 25,28    |          |
| 4,59   | —19,88   | 7,39     | 17,47   | 47,19   | 90,17    | 52,83    | 31,04    | 23,65      | 50,32    |          |
| 8,19   | 11,65    | 8,74     | 8,15    | 4,83    | 1,22     | 21,96    | 34,22    | 33,49      | 14,04    |          |
| 2,51   | 1,18     | 2,16     | 45      | 82      | 4        | 1        | ...      | 1          | 9        |          |
| ...  | ...      | ...      | ...     | ...     | ...      | ...      | 7,73     | 1,73       | 41       |          |
| 1,77   | 27       | ...      | ...     | —39     | 19       | ...      | 26       | 14,60      | 11,32    |          |
| ...  | ...      | ...      | ...     | ...     | ...      | 7,18     | 61       | 1          | 19       |          |
| ...  | ...      | ...      | ...     | ...     | ...      | 1,04     | 1,48     | 10         | 2,93     |          |
| ...  | ...      | ...      | ...     | ...     | ...      | ...      | ...      | 2,04       | 1,56     |          |
| ...  | ...      | ...      | ...     | ...     | ...      | 8,24     | 1,39     | 16         | ...      |          |
| ...  | ...      | 5,81     | 6,10    | 22,96   | 57,95    | 48,51    | 26,93    | 7,87       | —13,06   |          |
| ...  | ...      | ...      | ...     | ...     | ...      | ...      | ...      | ...        | 14,10    |          |
| 1,01   | 6,21     | 5        | 24      | ...     | ...      | ...      | ...      | ...        | ...      |          |
| ...  | 2        | 24       | —1      | 10      | 20       | 88       | 10       | 2          | 26       |          |
| 8  | 7        | 17       | 18      | ...     | ...      | ...      | ...      | ...        | ...      |          |
| 41   | 24       | 79       | —0      | 22      | 20       | 73       | 74       | 14         | —9       |          |
| 5,27   | 1,28     | 10       | 47      | 8       | 72       | 20       | 3,23     | 16         | 1,82     |          |
| 9,98   | 81       | ...      | ...     | ...     | ...      | 5        | ...      | —1         | ...      |          |
| 37   | 7        | 22       | —23     | —8      | —5       | 8        | ...      | 4          | 1        |          |
| 11,80,61   | 10,44,17 | 12,40,27 | 8,99,98 | 9,63,10 | 11,59,36 | 11,65,11 | 12,26,14 | 14,86,37   | 14,56,03 |          |

## Capital outlay on the different classes of

|   |     |     |     |     | Mileage.  |                     |           |
|---|-----|-----|-----|-----|-----------|---------------------|-----------|
|   |     |     |     |     | Open.     | Under construction. | Total.    |
| PART I.   |     |     |     |     | Miles.    | Miles.              | Miles.    |
| CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH PASS THROUGH THE GOVERNMENT ACCOUNTS.        |     |     |     |     |           |                     |           |
| (i).—State lines worked by Companies  | ... | ... | ... | ... | 15,789.63 | 1,280.87            | 17,070.80 |
| (ii).—State lines worked by the State   | ... | ... | ... | ... | 6,105.47  | 295.40              | 6,400.47  |
| (iii).—Companies' lines guaranteed under the old contracts  | ... | ... | ... | ... | 904.01    | 1.00                | 905.01    |
| (iv).—Companies' lines guaranteed under modern contracts  | ... | ... | ... | ... | 32.04     | ...                 | 32.04     |
| (v).—District Boards' lines   | ... | ... | ... | ... | 103.36    | ...                 | 103.36    |
| (vi).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.               | ... | ... | ... | ... | 403.15    | ...                 | 403.15    |
| TOTAL OPEN LINES AND LINES PARTLY OPEN  |     |     |     |     | 23,337.56 | 1,577.27            | 24,914.83 |
| (vii).—Lines wholly under construction by State agency  | ... | ... | ... | ... | ...       | 601.37              | 601.37    |
| (viii).—Lines wholly under construction by Companies  | ... | ... | ... | ... | ...       | 269.40              | 269.40    |
| TOTAL (vii) AND (viii)  |     |     |     |     | ...       | 869.77              | 869.77    |
| (ix).—Unclassified expenditure including collieries, &c.  | ... | ... | ... | ... | ...       | ...                 | ...       |
| TOTAL PART I  |     |     |     |     | 23,337.56 | 2,447.04            | 25,784.60 |
| PART II.  |     |     |     |     |           |                     |           |
| CAPITAL EXPENDITURE ON RAILWAYS, THE TRANSACTIONS OF WHICH DO NOT PASS THROUGH THE GOVERNMENT ACCOUNTS. |     |     |     |     |           |                     |           |
| (i).—Branch Line Companies, receiving rebates from traffic interchanged with main lines.                | ... | ... | ... | ... | 580.38    | ...                 | 580.38    |
| (ii).—Assisted Companies' lines—  |     |     |     |     |           |                     |           |
| (a) Subsidized by the Government of India   | ... | ... | ... | ... | 162.36    | ...                 | 162.36    |
| (b) Subsidized by Local Governments   | ... | ... | ... | ... | 136.26    | 8.63                | 144.78    |
| (c) Subsidized by District Boards   | ... | ... | ... | ... | 158.00    | ...                 | 158.00    |
| (d) Receiving land only from Government   | ... | ... | ... | ... | 1,193.76  | 82.67               | 1,276.43  |
| TOTAL (ii)  |     |     |     |     | 1,650.38  | 91.19               | 1,741.57  |
| (iii).—Unassisted Companies' lines  | ... | ... | ... | ... | 41.77     | ...                 | 41.77     |
| (iv).—Native State lines—   |     |     |     |     |           |                     |           |
| (a) Worked by Native States   | ... | ... | ... | ... | 1,338.30  | 27.38               | 1,365.68  |
| (b) Worked by Companies   | ... | ... | ... | ... | 1,940.12  | 152.88              | 1,993.00  |
| (c) Worked by State railway agency  | ... | ... | ... | ... | 235.28    | ...                 | 235.28    |
| TOTAL (iv)  |     |     |     |     | 3,413.70  | 180.26              | 3,593.96  |
| (v).—Foreign State lines  | ... | ... | ... | ... | 73.60     | ...                 | 73.60     |
| TOTAL OPEN LINES AND LINES PARTLY OPEN  |     |     |     |     | 5,759.83  | 271.45              | 6,031.28  |
| (vi).—Lines wholly under construction by private Companies  | ... | ... | ... | ... | ...       | 126.88              | 126.88    |
| (vii).—Lines wholly under construction by Native States   | ... | ... | ... | ... | ...       | 19.25               | 19.25     |
| TOTAL (vi) AND (vii)  |     |     |     |     | ...       | 146.13              | 146.13    |
| (viii).—State outlay on the Patri branch (Bombay, Baroda and Central India railway)...                  | ... | ... | ... | ... | ...       | ...                 | ...       |
| TOTAL PART II   |     |     |     |     | 5,759.83  | 417.53              | 6,177.41  |
| GRAND TOTAL   |     |     |     |     | 29,097.39 | 2,864.62            | 31,962.01 |
| ABSTRACT.   |     |     |     |     |           |                     |           |
| Outlay on open lines and lines partly open—(i to vi, Part I, and i to v, Part II)                       |     |     |     |     | 29,097.39 | 1,849.72            | 30,946.11 |
| Outlay on lines wholly under construction—(vii and viii, Part I, and vi and vii, Part II)               |     |     |     |     | ...       | 1,015.90            | 1,015.90  |
| Unclassified expenditure (ix, Part I)   |     |     |     |     | ...       | ...                 | ...       |

**DIX 8.***railways at the close of the year 1906.*

| Capital outlay at close of 1906.<br>(In thousands of rupees.) |                           |             | REMARKS.   |
|---|---------------------------|-------------|--|
| Open lines.   | Lines under construction. | TOTAL.      |  |
| 2,23,64,80  | 5,60,14                   | 2,29,24,94  | The outlay included in Part I under "State lines worked by Companies" on account of the railways purchased by the State from the East Indian, the South Indian, and the Great Indian Peninsula Railway Companies, and under "State lines worked by the State" on account of the railways purchased from the Eastern Bengal, the Sind, Punjab and Delhi and the Oudh and Rohilkhand Guaranteed Railway Companies, represents the actual Capital expenditure incurred by the Companies up to the date of purchase and subsequently by the State. |
| 93,07,49  | 2,29,59                   | 95,37,08    |  |
| 14,03,40  | ...                       | 14,03,40    |  |
| 29,24   | ...                       | 29,24       |  |
| 47,98   | ...                       | 47,98       |  |
| 3,17,46   | ...                       | 3,17,46     |  |
| 3,34,70,37  | 7,89,73                   | 3,42,60,10  |  |
| ...   | 3,29,89                   | 3,29,89     |  |
| ...   | 1,34,33                   | 1,34,33     |  |
| ...   | 4,64,22                   | 4,64,22     |  |
| ...   | ...                       | 96,63       |  |
| 3,34,70,37  | 12,53,95                  | 3,48,20,95  |  |
| 3,10,64   | ...                       | 3,10,64     |  |
| 1,57,26   | ...                       | 1,57,26     |  |
| 1,25,00   | 62                        | 1,25,62     |  |
| 74,01   | ...                       | 74,01       |  |
| 8,43,29   | 23,76                     | 8,73,05     |  |
| 12,05,56  | 24,38                     | 12,29,94    |  |
| 27,56   | ...                       | 27,56       |  |
| 4,72,26   | 2,77                      | 4,75,03     |  |
| 12,92,34  | 31,84                     | 13,24,18    |  |
| 1,34,41   | ...                       | 1,34,41     |  |
| 18,99,01  | 31,61                     | 19,33,62    |  |
| 1,50,79   | ...                       | 1,50,79     |  |
| 35,93,56  | 58,99                     | 36,52,55    |  |
| ...   | 28,64                     | 28,64       |  |
| ...   | 3,60                      | 3,60        |  |
| ...   | 32,24                     | 32,24       |  |
| ...   | ...                       | 8,08        |  |
| 35,93,56  | 91,23                     | 36,92,87    |  |
| 3,70,63,93  | 13,45,18                  | 3,86,13,82  |  |
| 3,70,63,93  | 8,48,72                   | *3,79,20,73 | * Includes Rs. 8,08,000, item (viii) of Part II.   |
| ...   | 4,96,46                   | 4,96,46     |  |
| ...   | ...                       | 96,63       |  |

## Capital liability on account of Railways classed

| RAILWAYS.   | (1)<br>SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID<br>OFF BY ANNUITIES. |  |  |  |  |            | (2)                   | (3)   | (4)   | (5)  | (6)                         |
|---|--|--|--|--|--|------------|-----------------------|---|---|--|-----------------------------|
|   | Deduct.  |  |  |  |  |            | Not out-<br>standing. | Debt in-<br>curred for<br>purchase<br>of Rail-<br>ways. | Capital<br>advanced<br>by Gov-<br>ernment<br>to Com-<br>panies. | Capital<br>raised by<br>Com mis-<br>sion Secre-<br>tary of<br>State's<br>warrant<br>(including<br>over<br>drafts). | Total Capital<br>liability. |
|   | Commuted<br>value of<br>stock<br>purchased.                                | Commuted<br>Capital re-<br>presenting<br>Annuities<br>which were<br>purchased<br>by creation<br>of debt<br>liability<br>included<br>in<br>column 3). | New Stock<br>of Great<br>Indian<br>Peninsula<br>Railway<br>Company<br>issued in<br>exchange<br>for por-<br>tion of<br>Annuity. | Net<br>capital to<br>be paid<br>off by<br>Annuities. | Deduct<br>amount<br>redeemed<br>by<br>Annuity<br>payments. |            |                       |   |   |  |                             |
| INDIA, GENERAL.   | £  | £  | £  | £  | £  | £          | £                     | £   | £   | £  | £                           |
| 1. East Indian . . . . .  | 31,750,000   | 7,299,157  | ...  | 25,450,843   | 2,519,369  | 22,931,474 | 8,164,634             | 7,635,075   | ...   | 8,000,000  | 47,131,183                  |
| 2. Rajputana-Malwa (includg<br>Golbra-Rutlum Nagda).                                | ...  | ...  | ...  | ...  | ...  | ...        | 10,768,446            | ...   | ...   | ...  | 10,768,446                  |
| 3. Rewari-Phulera . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 335,778               | ...   | ...   | ...  | 335,778                     |
| 4. Palanpur-Deosa . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 15,944                | ...   | ...   | ...  | 15,944                      |
| 5. Bhopal . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 217,189               | ...   | ...   | ...  | 217,189                     |
| 6. State railway stores . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 10,633                | ...   | ...   | ...  | 10,633                      |
| 7. Expenditure in England for<br>stores purchased and remain-<br>ing unapplied, &c. | ...  | ...  | ...  | ...  | ...  | ...        | 111,332               | ...   | ...   | ...  | 111,332                     |
| CENTRAL PROVINCES.  |  |  |  |  |  |            |                       |   |   |  |                             |
| 8. Warora Colliery . . . . .  | ...  | ...  | ...  | ...  | ...  | ...        | 85,614                | ...   | ...   | ...  | 85,614                      |
| 9. Umaria „ (depreciation<br>on works).   | ...  | ...  | ...  | ...  | ...  | ...        | 12,178                | ...   | ...   | ...  | 12,178                      |
| 10. Bilaspur-Etawah . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 5,000                 | ...   | ...   | ...  | 5,000                       |
| 11. Nagpur-Chhattisgarh (depre-<br>ciation account).                                | ...  | ...  | ...  | ...  | ...  | ...        | 43,802                | ...   | ...   | ...  | 43,802                      |
| BERMA.  |  |  |  |  |  |            |                       |   |   |  |                             |
| 12. Burma Railway Extensions  | ...  | ...  | ...  | ...  | ...  | ...        | 829,335               | ...   | ...   | ...  | 829,335                     |
| ASSAM.  |  |  |  |  |  |            |                       |   |   |  |                             |
| 13. Jorhat . . . . .  | ...  | ...  | ...  | ...  | ...  | ...        | 60,612                | ...   | ...   | ...  | 60,612                      |
| BENGAL.   |  |  |  |  |  |            |                       |   |   |  |                             |
| 14. Eastern Bengal system* . . . . .  | 3,491,917  | 543,817  | ...  | 2,948,100  | 240,811  | 2,698,289  | 9,819,374             | 1,374,901   | ...   | ...  | 12,822,564                  |
| 15. Murshidabad Branch . . . . .  | ...  | ...  | ...  | ...  | ...  | ...        | 166,987               | ...   | ...   | ...  | 166,987                     |
| 16. Dhubri Gauhati . . . . .  | ...  | ...  | ...  | ...  | ...  | ...        | 521,360               | ...   | ...   | ...  | 521,360                     |
| 17. Tirhoot . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 3,757,929             | ...   | ...   | ...  | 3,757,929                   |
| 18. Tirhoot new Extensions . . . . .  | ...  | ...  | ...  | ...  | ...  | ...        | 731,427               | ...   | ...   | ...  | 731,427                     |
| 19. Banaghat-Bhagawangola . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 20,163                | ...   | ...   | ...  | 20,163                      |
| 20. Katihar-Godagari . . . . .  | ...  | ...  | ...  | ...  | ...  | ...        | 378,319               | ...   | ...   | ...  | 378,319                     |
| UNITED PROVINCES.   |  |  |  |  |  |            |                       |   |   |  |                             |
| 21. Oudh and Rohilkhand . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 4,009,851             | 10,728,712  | ...   | ...  | 14,828,593                  |
| 22. Agra-Delhi Chord . . . . .  | ...  | ...  | ...  | ...  | ...  | ...        | 852,687               | ...   | ...   | ...  | 852,687                     |
| 23. Allahabad-Jaunpur . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 205,133               | ...   | ...   | ...  | 205,133                     |
| 24. Forbesganj-Nepaul . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 3,267                 | ...   | ...   | ...  | 3,267                       |
| PUNJAB.   |  |  |  |  |  |            |                       |   |   |  |                             |
| 25. North Western . . . . .   | 14,009,124   | 4,911,216  | ...  | 9,097,908  | 742,766  | 8,355,122  | 31,076,535            | 4,138,601   | ...   | ...  | 43,570,253                  |
| 26. Shadera-Sangla . . . . .  | ...  | ...  | ...  | ...  | ...  | ...        | 158,720               | ...   | ...   | ...  | 158,720                     |
| 27. Joch Deab (southern sec.) . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 462,364               | ...   | ...   | ...  | 462,364                     |
| 28. Quetta-Nushki . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 530,239               | ...   | ...   | ...  | 530,239                     |
| 29. Frontier Railway Reserve . . . . .  | ...  | ...  | ...  | ...  | ...  | ...        | 293,212               | ...   | ...   | ...  | 293,212                     |
| 30. Petroleum Operations, Balu-<br>chistan.   | ...  | ...  | ...  | ...  | ...  | ...        | 7,946                 | ...   | ...   | ...  | 7,946                       |
| 31. Jullundur-Hoshiarpur . . . . .  | ...  | ...  | ...  | ...  | ...  | ...        | 969                   | ...   | ...   | ...  | 969                         |
| 32. Ludhiana-Ferozepore . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 1,887                 | ...   | ...   | ...  | 1,887                       |
| 33. Kalka-Simla . . . . .   | ...  | ...  | ...  | ...  | ...  | ...        | 1,087,096             | ...   | ...   | ...  | 1,087,096                   |
| 34. Loil Shilman . . . . .  | ...  | ...  | ...  | ...  | ...  | ...        | 117,829               | ...   | ...   | ...  | 117,829                     |
| Carried over . . . . .  | 50,151,041   | 12,754,190   | ...  | 37,396,851   | 3,511,966  | 33,884,885 | 75,836,415            | 23,877,219  | ...   | 8,000,000  | 141,598,619                 |

\* Includes the Bengal Central railway.

## DIX 9.

as State railways at end of 1906.

| RAILWAYS.   | (1)<br>SHARE CAPITAL OF PURCHASED RAILWAYS BEING PAID<br>OFF BY ANNUITIES. |   |  |   |  |                       | (2)              | (3)   | (4)   | (5)   | (6)                           |
|---|--|---|--|---|--|-----------------------|------------------|---|---|---|-------------------------------|
|   | Deduct.  |   |  |   |  |                       | State<br>outlay. | Debt in-<br>curred for<br>purchase<br>of Rail-<br>ways. | Capital<br>advanced<br>by Gov-<br>ernment<br>to Com-<br>panies. | Capital<br>raised by<br>Companies<br>on Secu-<br>rity of<br>State's<br>guarantee<br>(including<br>over-<br>drafts). | Total capi-<br>tal liability. |
|   | Commuted<br>value of<br>stock<br>purchased.                                | Commuted<br>capital<br>repay-<br>ment<br>annuities<br>which<br>were<br>purchased<br>by<br>creation<br>of debt<br>(liability<br>included<br>in<br>column 3). | New stock<br>of Great<br>Indian<br>Peninsula<br>Railway<br>Company<br>issued in<br>exchange<br>for por-<br>tion of<br>annuity. | Net<br>capital<br>to be<br>paid off<br>by<br>annuities. | Deduct<br>amount<br>redeemed<br>by<br>annuity<br>payments. | Not out-<br>standing. |                  |   |   |   |                               |
| Brought forward ...   | £ 50,151,011   | £ 12,754,190  | £  | £ 37,396,851  | £ 3,511,966  | £ 33,884,885          | £ 75,839,415     | £ 23,877,319  | £   | £ 8,000,000   | £ 141,508,619                 |
| 35. South Indian (including<br>Pamban Branch).                                      | ...  | ...   | ...  | ...   | ...  | ...                   | 2,112,526        | 4,726,169   | ...   | 1,418,000   | 8,256,695                     |
| 36. Tinnevely-Quilon (British<br>section).  | ...  | ...   | ...  | ...   | ...  | ...                   | 2,787            | ...   | ...   | 287,239   | 289,996                       |
| 37. Tinnevely-Quilon (Native<br>State section).                                     | ...  | ...   | ...  | ...   | ...  | ...                   | 11,815           | ...   | ...   | 774,731   | 786,546                       |
| 38. Azhikal-Mangalore   | ...  | ...   | ...  | ...   | ...  | ...                   | 801,311          | ...   | ...   | ...   | 801,311                       |
| 39. North-West line, Madras rail-<br>way (East Coast Railway,<br>southern section). | ...  | ...   | ...  | ...   | ...  | ...                   | 4,381,072        | ...   | ...   | ...   | 4,381,072                     |
| 40. Nilgiri   | ...  | ...   | ...  | ...   | ...  | ...                   | 249,529          | ...   | ...   | ...   | 249,529                       |
| 41. Bezwa extension   | ...  | ...   | ...  | ...   | ...  | ...                   | 78,735           | ...   | ...   | ...   | 78,735                        |
| 42. Bezwa-Madhapuram  | ...  | ...   | ...  | ...   | ...  | ...                   | ...              | ...   | 67,278  | ...   | 67,278                        |
| 43. Guntakal-Mysore frontier  | ...  | ...   | ...  | ...   | ...  | ...                   | 394,999          | ...   | ...   | ...   | 394,999                       |
| 44. Tanjore District Board  | ...  | ...   | ...  | ...   | ...  | ...                   | 198,491          | ...   | 77,733  | 41,047  | 317,271                       |
| 45. Vizagapatnam Rapur  | ...  | ...   | ...  | ...   | ...  | ...                   | 16,336           | ...   | ...   | ...   | 16,336                        |
| 46. Hosur-Kothur  | ...  | ...   | ...  | ...   | ...  | ...                   | 93,997           | ...   | ...   | ...   | 93,997                        |
| 47. Bellary-Rayachur  | ...  | ...   | ...  | ...   | ...  | ...                   | 51,898           | ...   | ...   | ...   | 51,898                        |
| 48. Tirupitpur-Krishnagiri  | ...  | ...   | ...  | ...   | ...  | ...                   | 71,917           | ...   | ...   | ...   | 71,917                        |
| 49. Morappur-Dharmapuri   | ...  | ...   | ...  | ...   | ...  | ...                   | 55,789           | ...   | ...   | ...   | 55,789                        |
| 50. Coonoor-Gotacamund  | ...  | ...   | ...  | ...   | ...  | ...                   | 81,030           | ...   | ...   | ...   | 81,030                        |
| 51. Ramnagar Extension  | ...  | ...   | ...  | ...   | ...  | ...                   | 38,370           | ...   | ...   | ...   | 38,370                        |
| 52. Great Indian Peninsula  | £ 34,859,218   | ...   | £ 1,750,000  | £ 33,109,218  | £ 2,503,216  | £ 30,606,002          | £ 1,139,558      | £ 5,961,976   | £ 2,300,000   | £ 2,575,000   | £ 42,706,256                  |
| 53. Bombay, Baroda and Central<br>India   | ...  | ...   | ...  | ...   | ...  | ...                   | £ 1,057,910      | £ 12,499,111  | ...   | £ 2,600,000   | £ 15,556,151                  |
| 54. Jodhpur-Hyderabad (British<br>section)  | ...  | ...   | ...  | ...   | ...  | ...                   | 271,376          | ...   | ...   | ...   | 271,376                       |
| 55. Kurnool-Road-Kurnool  | ...  | ...   | ...  | ...   | ...  | ...                   | 1,357            | ...   | ...   | ...   | 1,357                         |
| 56. Southern Mahratta (depreci-<br>ation on works).                                 | ...  | ...   | ...  | ...   | ...  | ...                   | 35,138           | ...   | ...   | ...   | 35,138                        |
| 57. Sabarmati-Dholka  | ...  | ...   | ...  | ...   | ...  | ...                   | 3,933            | ...   | ...   | ...   | 3,933                         |
| 58. Baran-Kotah   | ...  | ...   | ...  | ...   | ...  | ...                   | 123,037          | ...   | ...   | ...   | 123,037                       |
| 59. Nagda-Muttra  | ...  | ...   | ...  | ...   | ...  | ...                   | 1,174,562        | ...   | ...   | ...   | 1,174,562                     |
|   | £ 85,010,250   | £ 12,754,190  | £ 1,750,000  | £ 70,506,060  | £ 5,814,182  | £ 64,691,878          | £ 8,301,919      | £ 47,067,298  | £ 2,345,011   | £ 15,126,047  | £ 217,535,222                 |
| 60. Assam-Bengal  | ...  | ...   | ...  | ...   | ...  | ...                   | 5,339,028        | ...   | ...   | 2,855,000   | 8,194,028                     |
| 61. Bengal-Nagpur   | ...  | ...   | ...  | ...   | ...  | ...                   | 2,961,962        | ...   | 9,068,961   | 8,765,147   | 19,896,070                    |
| 62. Burma   | ...  | ...   | ...  | ...   | ...  | ...                   | 5,127,488        | ...   | ...   | 3,507,328   | 9,124,716                     |
| 63. Indian Midland  | ...  | ...   | ...  | ...   | ...  | ...                   | ...              | ...   | 2,143,148   | 5,918,472   | 8,661,620                     |
| 64. Lucknow-Barsoilly   | ...  | ...   | ...  | ...   | ...  | ...                   | 341,409          | ...   | 324,357   | 147,000   | 812,766                       |
| 65. Mysore  | ...  | ...   | ...  | ...   | ...  | ...                   | ...              | ...   | ...   | 1,200,000   | 1,200,000                     |
| 66. Southern Mahratta   | ...  | ...   | ...  | ...   | ...  | ...                   | 1,105,223        | ...   | 2,129,900   | 4,865,000   | 8,100,123                     |
| 67. Hardwar-Dehra   | ...  | ...   | ...  | ...   | ...  | ...                   | 13,575,516       | ...   | 13,666,966  | 27,719,717  | 55,390,629                    |
| TOTAL   | £ 85,010,250   | £ 12,754,190  | £ 1,750,000  | £ 70,506,060  | £ 5,814,182  | £ 64,691,878          | £ 102,290,431    | £ 47,067,298  | £ 10,911,377  | £ 43,069,716  | £ 273,120,802                 |

NOTE.—The premium paid in purchase of companies' lines are as under:—

|  | £                        | Rs.          |
|--|--------------------------|--------------|
| East Indian railway                      | 6,550,000 @ Rs. 15 = £ 1 | 98,250,000   |
| Eastern Bengal railway                   | 1,136,437                | 1,70,46,555  |
| Sindh-Punjab and Delhi railway           | 2,938,804                | 4,40,07,060  |
| South Indian railway                     | 959,277                  | 1,43,39,155  |
| Oudh and Rohilkhand railway              | 1,036,040                | 1,55,40,735  |
| Great Indian Peninsula railway           | 14,859,218               | 22,28,68,270 |
| Bombay, Baroda and Central India railway | 4,135,280                | 6,20,29,200  |

## Main results of working Indian railways

| Year. | Mileage open. | IN THOUSANDS OF RUPEES. |                 |                   |               | Gross earnings per mile per week. | Percentage of working expenses to gross earnings. | Percentage of net earnings on Capital outlay on lines wholly and partly open. | PASSENGERS.                  |                                  |  | GOODS.                                 |                                  |  |
|-------|---------------|-------------------------|-----------------|-------------------|---------------|-----------------------------------|---|---|------------------------------|----------------------------------|--|--|----------------------------------|--|
|       |               | Capital outlay.         | Gross earnings. | Working expenses. | Net earnings. |                                   |   |   | Number carried in thousands. | Earnings in thousands of rupees. | Average rate charged per mile in pice. | Quantity carried in thousands of tons. | Earnings in thousands of rupees. | Average rate charged per ton per mile in pice. |
|       |               |                         |                 |                   |               | Rs.                               |   |   |                              |                                  |  |  |                                  |  |
| 1853  | 20            | 37,06                   | 90              | 41                | 49            | 87                                | 45.56   | 1.29  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1854  | 71            | 4,00,00                 | 2,31            | 1,42              | 89            | 63                                | 61.47   | 0.22  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1855  | 169           | 5,50,00                 | 8,13            | 4,55              | 3,58          | 93                                | 55.97   | 0.65  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1856  | 272           | 8,00,00                 | 16,10           | 6,74              | 9,36          | 114                               | 41.87   | 1.17  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1857  | 287           | 12,00,00                | 25,43           | 10,51             | 14,90         | 170                               | 41.45   | 1.21  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1858  | 427           | 16,00,00                | 33,82           | 15,63             | 18,19         | 152                               | 46.22   | 1.14  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1859  | 625           | 22,50,00                | 57,24           | 27,74             | 29,50         | 176                               | 48.16   | 1.31  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1860  | 833           | 26,66,00                | 66,67           | 37,05             | 29,59         | 153                               | 55.61   | 1.11  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1861  | 1,587         | 34,00,00                | 98,63           | 48,00             | 40,54         | 120                               | 43.90   | 1.19  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1862  | 2,333         | 48,00,00                | 1,31,45         | 50,32             | 54,13         | 111                               | 59.74   | 1.13  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1863  | 2,507         | 53,00,00                | 2,20,47         | 1,13,01           | 87,43         | 169                               | 60.11   | 1.05  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1864  | 2,958         | 58,00,00                | 2,50,89         | 1,70,85           | 1,15,04       | 186                               | 59.76   | 1.08  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1865  | 3,363         | 63,00,00                | 4,23,81         | 2,24,27           | 2,01,57       | 241                               | 52.43   | 3.20  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1866  | 3,563         | 70,00,00                | 4,91,91         | 2,59,39           | 2,32,53       | 266                               | 52.73   | 3.32  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1867  | 3,929         | 80,00,00                | 5,44,54         | 2,93,76           | 2,50,78       | 236                               | 53.95   | 3.13  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1868  | 4,098         | 84,00,00                | 5,67,09         | 3,07,46           | 2,59,63       | 273                               | 54.22   | 3.00  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1869  | 4,255         | 89,00,00                | 6,13,10         | 3,41,74           | 2,71,36       | 277                               | 53.74   | 3.05  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1870  | 4,771         | 90,00,00                | 6,56,67         | 3,63,15           | 3,03,52       | 269                               | 54.47   | 3.37  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1871  | 5,074         | 90,00,00                | 6,59,20         | 3,67,97           | 2,91,23       | 250                               | 55.82   | 3.21  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1872  | 5,369         | 90,00,00                | 6,82,90         | 3,73,45           | 3,09,51       | 245                               | 54.68   | 3.44  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1873  | 5,697         | 91,72,60                | 7,22,90         | 3,77,85           | 3,45,05       | 244                               | 53.28   | 3.76  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1874  | 6,226         | 95,87,15                | 8,33,77         | 4,06,89           | 4,26,88       | 258                               | 48.44   | 4.48  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1875  | 6,541         | 1,00,96,28              | 7,91,37         | 3,97,48           | 3,93,89       | 233                               | 50.23   | 3.90  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1876  | 6,860         | 1,01,77,89              | 9,33,83         | 4,46,45           | 4,87,38       | 262                               | 47.81   | 4.65  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1877  | 7,320         | 1,09,01,24              | 12,11,28        | 5,38,68           | 6,72,60       | 318                               | 44.47   | 6.17  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1878  | 8,201         | 1,18,29,55              | 11,25,30        | 5,62,38           | 5,62,92       | 269                               | 49.97   | 4.76  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1879  | 8,475         | 1,22,82,97              | 13,08,15        | 6,36,28           | 5,81,87       | 275                               | 51.84   | 4.76  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1880  | 8,996         | 1,28,50,91              | 12,86,55        | 6,48,00           | 6,38,55       | 282                               | 50.97   | 4.97  | ...                          | ...                              | ...                                    | ...                                    | ...                              | ...  |
| 1881  | 9,858         | 1,40,80,80              | 14,32,31        | 7,07,12           | 7,25,19       | 285                               | 49.37   | 5.16  | 54,764                       | 3,79,23                          | 2.78                                   | 13,214                                 | 9,55,97                          | 7.95   |
| 1882  | 10,069        | 1,43,24,42              | 15,35,23        | 7,56,61           | 7,68,43       | 294                               | 49.95   | 5.36  | 58,876                       | 4,08,37                          | 2.71                                   | 14,838                                 | 10,15,97                         | 7.91   |

## DIX 10.

as one system from the commencement.

| YEAR. | Mileage open.       | IN THOUSANDS OF RUPEES. |                 |                   |               | Gross earnings per mile per week. | Percentage of working expenses to gross earnings. | Percentage of net earnings on capital outlay on lines wholly and partly open. | PASSENGERS.                  |                                  |  | Goods.                                 |                                  |  |
|-------|---------------------|-------------------------|-----------------|-------------------|---------------|-----------------------------------|---|---|------------------------------|----------------------------------|--|--|----------------------------------|--|
|       |                     | Capital outlay.         | Gross earnings. | Working expenses. | Net earnings. |                                   |   |   | Number carried in thousands. | Earnings in thousands of rupees. | Average rate charged per mile in pice. | Quantity carried in thousands of tons. | Earnings in thousands of rupees. | Average rate charged per ton per mile in pice. |
|       |                     |                         |                 |                   |               | Ra.                               |   |   |                              |                                  |  |  |                                  |  |
| 1883  | 10,447              | 1,48,80,56              | 16,28,94        | 7,97,05           | 8,41,89       | 301                               | 48.62   | 5.68  | 65,099                       | 4,09,08                          | 2.60                                   | 16,999                                 | 11,28,89                         | 7.30   |
| 1884  | 11,527              | 1,55,45,01              | 16,06,62        | 8,15,62           | 7,91,00       | 276                               | 50.76   | 5.09  | 73,815                       | 4,46,84                          | 2.56                                   | 16,663                                 | 10,56,59                         | 7.35   |
| 1885  | 12,208              | 1,61,91,78              | 17,08,96        | 8,86,33           | 9,12,63       | 284                               | 49.27   | 5.64  | 80,885                       | 4,78,12                          | 2.52                                   | 18,925                                 | 11,91,54                         | 6.89   |
| 1886  | 12,855              | 1,70,49,89              | 18,70,46        | 8,93,10           | 9,77,36       | 285                               | 47.75   | 5.73  | 88,436                       | 5,09,77                          | 2.51                                   | 19,576                                 | 12,38,59                         | 7.02   |
| 1887  | 14,068              | 1,82,57,93              | 18,46,81        | 9,10,33           | 9,36,48       | 260                               | 49.31   | 5.12  | 95,413                       | 5,35,32                          | 2.51                                   | 20,196                                 | 11,92,83                         | 7.17   |
| 1888  | 14,525              | 1,93,04,33              | 19,76,45        | 9,87,11           | 9,89,34       | 233                               | 49.96   | 5.12  | 103,156                      | 5,69,06                          | 2.71                                   | 22,493                                 | 12,79,04                         | 6.87   |
| 1889  | 15,900              | 2,05,04,61              | 20,49,47        | 10,57,71          | 10,11,76      | 257                               | 50.64   | 4.93  | 110,650                      | 6,13,74                          | 2.52                                   | 22,249                                 | 13,05,56                         | 6.88   |
| 1890  | 16,404              | 2,13,57,91              | 20,67,01        | 10,79,59          | 10,35,12      | 243                               | 49.87   | 4.85  | 114,682                      | 6,25,81                          | 2.51                                   | 22,613                                 | 12,99,52                         | 7.11   |
| 1891  | 17,283              | 2,21,06,12              | 21,04,03        | 11,30,39          | 12,73,64      | 271                               | 47.02   | 5.76  | 122,855                      | 6,86,13                          | 2.52                                   | 26,159                                 | 15,00,81                         | 6.75   |
| 1892  | 17,769              | 2,27,50,00              | 23,22,93        | 10,90,35          | 12,82,58      | 253                               | 46.91   | 5.42  | 127,388                      | 6,91,15                          | 2.52                                   | 26,385                                 | 14,77,52                         | 6.70   |
| 1893  | 18,459              | 2,33,17,87              | 24,08,42        | 11,34,77          | 12,73,65      | 254                               | 47.12   | 5.46  | 135,520                      | 7,29,57                          | 2.50                                   | 28,847                                 | 15,21,63                         | 6.60   |
| 1894  | 18,840              | 2,37,79,61              | 25,50,89        | 11,98,40          | 13,52,49      | 262                               | 46.98   | 5.69  | 145,727                      | 7,57,58                          | 2.56                                   | 32,644                                 | 16,24,82                         | 6.42   |
| 1895  | 19,467              | 2,44,38,05              | 26,23,49        | 12,11,69          | 14,11,70      | 261                               | 46.14   | 5.73  | 153,081                      | 8,02,21                          | 2.49                                   | 33,628                                 | 16,56,94                         | 6.36   |
| 1896  | 20,209              | 2,58,05,23              | 25,56,14        | 12,13,81          | 13,22,30      | 245                               | 47.86   | 4.92  | 159,503                      | 8,22,97                          | 2.45                                   | 32,471                                 | 15,41,51                         | 6.45   |
| 1897  | 21,115              | 2,62,12,04              | 25,60,11        | 12,47,73          | 13,12,38      | 233                               | 48.74   | 4.65  | 159,581                      | 7,62,13                          | 2.47                                   | 33,926                                 | 15,88,89                         | 6.56   |
| 1898  | 22,024              | 2,92,09,20              | 27,41,31        | 12,98,68          | 14,42,63      | 244                               | 47.37   | 4.94  | 151,566                      | 7,58,68                          | 2.50                                   | 35,643                                 | 17,84,97                         | 6.00   |
| 1899  | 23,507              | 3,08,50,12              | 29,36,78        | 13,93,36          | 15,43,42      | 246                               | 47.45   | 5.00  | 161,729                      | 8,09,39                          | 2.51                                   | 39,748                                 | 19,19,82                         | 5.98   |
| 1900  | Revision.<br>24,752 | 3,29,53,34              | 31,54,52        | 15,09,31          | 16,45,21      | 245                               | 47.85   | 4.99  | 176,303                      | 8,95,07                          | 2.51                                   | 42,896                                 | 20,36,52                         | 5.88   |
| 1901  | 25,363              | 3,39,16,89              | 33,60,38        | 15,72,45          | 17,87,93      | 255                               | 46.79   | 5.27  | 194,749                      | 10,07,17                         | 2.48                                   | 43,392                                 | 21,23,57                         | 5.77   |
| 1902  | 25,931              | 3,49,77,34              | 33,92,69        | 16,70,49          | 17,22,20      | 252                               | 49.24   | 4.93  | 196,618                      | 10,27,48                         | 2.51                                   | 45,577                                 | 21,23,41                         | 5.68   |
| 1903  | 26,956              | 3,41,11,23              | 36,00,83        | 17,11,09          | 18,89,73      | 257                               | 47.52   | 5.54  | 210,231                      | 10,98,14                         | 2.51                                   | 47,684                                 | 22,41,92                         | 5.64   |
| 1904  | 27,565              | 3,52,85,95              | 39,64,97        | 18,77,50          | 20,87,47      | 277                               | 47.36   | 5.91  | 227,097                      | 11,76,20                         | 2.51                                   | 52,051                                 | 25,18,81                         | 5.39   |
| 1905  | 28,225              | 3,66,93,98              | 41,68,09        | 19,94,00          | 21,74,09      | 283                               | 47.84   | 5.92  | 248,157                      | 12,73,83                         | 2.47                                   | 54,336                                 | 26,20,71                         | 5.19   |
| 1906  | 29,097              | 3,79,30,73              | 44,11,73        | 22,00,71          | 22,10,99      | 292                               | 49.88   | 5.83  | 271,063                      | 13,68,31                         | 2.46                                   | 58,869                                 | 27,59,69                         | 5.42   |

## APPEN

## Summary of the general

## Indian Railways tree

| Calendar year. | GENERAL RESULTS                              |  |                                |   |
|----------------|--|--|--------------------------------|---|
|                | Total Capital outlay in thousands of rupees. | Gross earnings in thousands of rupees. | TOTAL WORKING EXPENSES.        |   |
|                |  |  | Amount in thousands of rupees. | Proportion per cent. to gross earnings. |
| 1              | 2  | 3                                      | 4                              | 5                                       |
| 1902 . . . . . | 349,77.34                                    | 34,92.69                               | 16,70.49                       | 49.24                                   |
| 1903 . . . . . | 344,11.23                                    | 36,00.82                               | 17,11.00                       | 47.52                                   |
| 1904 . . . . . | 352,35.55                                    | 39,61.97                               | 18,77.50                       | 47.36                                   |
| 1905 . . . . . | 366,95.94                                    | 41,65.99                               | 19,91.00                       | 47.81                                   |
| 1906 . . . . . | 379,20.73                                    | 41,11.73                               | 22,00.74                       | 49.88                                   |

| Calendar year. | GROSS EARNINGS IN THOUSANDS |            |                      |            |                              |                         |   |  |                      |  |
|----------------|-----------------------------|------------|----------------------|------------|------------------------------|-------------------------|---|--|----------------------|--|
|                | COACHING TRAFFIC.           |            |                      |            |                              |                         |   | GOODS                                  |                      |  |
|                | 1st class.                  | 2nd class. | Inter-mediate class. | 3rd class. | Season and vendors' tickets. | Other Coaching Traffic. | Total Coaching Traffic (sum of 15 to 20). | Total Goods Traffic (sum of 23 to 24). | General merchandise. | Coal and coke for the public and foreign railways. |
| 14             | 15                          | 16         | 17                   | 18         | 19                           | 20                      | 21  | 22                                     | 23                   | 24   |
| 1902 . . . . . | 38.57                       | 56.59      | 67.09                | 8,54.97    | 9.75                         | 1,17.60                 | 11,75.98                                  | 21,23.11                               | 17,10.72             | 2,26.75  |
| 1903 . . . . . | 41.50                       | 58.12      | 71.68                | 9,16.21    | 10.11                        | 1,56.26                 | 12,54.40                                  | 22,41.92                               | 18,53.15             | 2,29.93  |
| 1904 . . . . . | 40.76                       | 59.73      | 74.54                | 9,50.62    | 11.19                        | 1,61.36                 | 13,37.56                                  | 25,19.81                               | 20,85.56             | 2,50.13  |
| 1905 . . . . . | 45.12                       | 61.16      | 83.06                | 10,65.73   | 12.23                        | 1,61.69                 | 14,34.72                                  | 26,50.71                               | 21,32.22             | 2,89.19  |
| 1906 . . . . . | 47.23                       | 67.35      | 86.87                | 11,51.15   | 13.38                        | 1,68.34                 | 15,36.65                                  | 27,59.69                               | 22,36.58             | 3,21.81  |

## Number of passengers and quantity of goods carried, the average miles

| Calendar year. | PASSENGERS CARRIED IN THOUSANDS, THE AVERAGE MILES CARRIED AND |                        |  |            |                        |  |                       |                        |  |            |                        |  |
|----------------|--|------------------------|--|------------|------------------------|--|-----------------------|------------------------|--|------------|------------------------|--|
|                | 1st CLASS.   |                        |  | 2nd CLASS. |                        |  | INTERMEDIATE CLASSES. |                        |  | 3rd CLASS. |                        |  |
|                | No.  | Average miles carried. | Average rate charged per mile in pice. | No.        | Average miles carried. | Average rate charged per mile in pice. | No.                   | Average miles carried. | Average rate charged per mile in pice. | No.        | Average miles carried. | Average rate charged per mile in pice. |
| 36             | 37   | 38                     | 39                                     | 40         | 41                     | 42                                     | 43                    | 44                     | 45                                     | 46         | 47                     | 48                                     |
| 1902 . . . . . | 566  | 102.28                 | 12.86                                  | 2,530      | 82.39                  | 5.21                                   | 6,813                 | 61.30                  | 3.11                                   | 171,716    | 41.08                  | 2.33                                   |
| 1903 . . . . . | 594  | 101.71                 | 12.31                                  | 2,580      | 78.13                  | 5.54                                   | 7,214                 | 61.61                  | 3.09                                   | 181,292    | 40.94                  | 2.33                                   |
| 1904 . . . . . | 608  | 95.98                  | 13.41                                  | 2,715      | 74.23                  | 5.69                                   | 7,394                 | 62.89                  | 3.09                                   | 199,651    | 40.71                  | 2.31                                   |
| 1905 . . . . . | 662  | 98.29                  | 13.31                                  | 2,919      | 72.92                  | 5.77                                   | 8,104                 | 63.78                  | 3.09                                   | 218,413    | 40.92                  | 2.30                                   |
| 1906 . . . . . | 684  | 100.71                 | 13.16                                  | 3,026      | 71.47                  | 5.74                                   | 8,491                 | 64.12                  | 3.06                                   | 233,391    | 40.86                  | 2.29                                   |

## DIX 11.

results of working

ted as one system.

## OF WORKING.

| NET EARNINGS.                  |                               | PER MILE OPEN.  |                   |               | PER TRAIN-MILE. |                   |               | REMARKS   |
|--------------------------------|-------------------------------|-----------------|-------------------|---------------|-----------------|-------------------|---------------|---|
| Amount in thousands of rupees. | Percentage on Capital outlay. | Gross earnings. | Working expenses. | Net earnings. | Gross earnings. | Working expenses. | Net earnings. |   |
| 6                              | 7                             | 8               | 9                 | 10            | 11              | 12                | 13            |   |
|                                |                               | Rs.             | Rs.               | Rs.           | Rs.             | Rs.               | Rs.           |   |
| 17,22.20                       | 1.92                          | 11,384          | 6,142             | 5,242         | 3.67            | 1.81              | 1.86          | The decrease in the capital outlay for 1903 is due to the revision of the capital outlay figures adopted for line purchased by the State from Guaranteed Railway companies. |
| 18,89.73                       | 3.14                          | 13,858          | 6,948             | 7,010         | 3.75            | 1.75              | 2.00          |   |
| 20,87.47                       | 3.91                          | 14,244          | 6,811             | 7,433         | 3.86            | 1.81              | 2.05          |   |
| 21,74.00                       | 3.92                          | 14,731          | 7,047             | 7,684         | 3.89            | 1.86              | 2.03          |   |
| 22,10.90                       | 3.83                          | 15,162          | 7,503             | 7,659         | 3.87            | 1.92              | 1.95          |   |

## OF RUPEES.

## WORKING EXPENSES IN THOUSANDS OF RUPEES.

| TRAFFIC. |   |                |                      | WORKING EXPENSES IN THOUSANDS OF RUPEES. |            |         |                     |           |          |         |                            |         |     |
|----------|---|----------------|----------------------|--|------------|---------|---------------------|-----------|----------|---------|----------------------------|---------|-----|
| Mileage. | Revenue stores, including fuel and material for construction. | Miscellaneous. | Effect of telegraph. | Station and road-maintenance.            | Passenger. | Goods.  | Carriage and wagon. | Traction. | General. | Other.  | Provided for and reserved. | Excess. | Per |
| 25       | 26  | 27             | 28                   | 29                                       | 30         | 31      | 32                  | 33        | 34       | 35      | 36                         | 37      | 38  |
| 21.67    | 1,14.53   | 23.68          | 7.32                 | 56.85                                    | 5,89.77    | 1,78.85 | 1,76.38             | 2,13.70   | 1,73.70  | 8,53.10 |                            |         |     |
| 23.07    | 1,10.90   | 27.71          | 7.81                 | 36.93                                    | 5,88.00    | 6,11.75 | 1,52.31             | 2,72.19   | 1,88.81  | 96.74   |                            |         |     |
| 19.14    | 1,04.64   | 22.27          | 8.66                 | 1,00.60                                  | 1,37.28    | 6,72.67 | 1,76.74             | 2,10.25   | 1,75.07  | 1,17.49 |                            |         |     |
| 20.63    | 1,16.51   | 28.77          | 7.79                 | 1,09.67                                  | 1,81.29    | 7,07.58 | 1,84.05             | 2,31.02   | 1,88.03  | 1,07.00 |                            |         |     |
| 20.58    | 1,51.24   | 37.20          | 8.63                 | 1,66.76                                  | 5,15.21    | 7,72.89 | 2,63.66             | 3,71.77   | 1,98.04  | 1,11.64 |                            |         |     |

carried and the average rate charged, and the train-mileage run by railways in India.

| THE AVERAGE RATE CHARGED.   |                        |  |                                  |                        | TRAIN MILES RUN (IN THOUSANDS). |        |        |  | GOODS TRAFFIC.               |                                |                                |                                    |
|-----------------------------|------------------------|--|----------------------------------|------------------------|---------------------------------|--------|--------|--|------------------------------|--------------------------------|--------------------------------|------------------------------------|
| SEASON AND VARIOUS TICKETS. |                        |  | TOTAL NO. OF PASSENGERS CARRIED. |                        | Coaching.                       | Goods. | Mixed. | Total train-mileage (includes telegraph, post, etc.) | Tons carried (in thousands). | Average miles carried per ton. | Average rate charged per mile. | Average rate charged per ton-mile. |
| No.                         | Average miles carried. | Average rate charged per mile in pice. | No.                              | Average miles carried. |                                 |        |        |  |                              |                                |                                |                                    |
| 49                          | 50                     | 51                                     | 52                               | 53                     | 54                              | 55     | 56     | 57   | 58                           | 59                             | 60                             | 61                                 |
| 15,726                      | 8.85                   | 1.41                                   | 10,618                           | 40.03                  | 21,768                          | 70,010 | 31,781 | 92,527   | 15,537                       | 137.54                         | 5.68                           |                                    |
| 15,551                      | 8.75                   | 1.48                                   | 210,231                          | 30.90                  | 25,889                          | 26,308 | 31,478 | 95,900   | 17,684                       | 130.93                         | 5.64                           |                                    |
| 10,729                      | 9.08                   | 1.41                                   | 227,097                          | 30.06                  | 31,577                          | 32,707 | 28,620 | 102,723  | 32,051                       | 172.42                         | 5.39                           |                                    |
| 18,029                      | 9.16                   | 1.42                                   | 248,157                          | 30.90                  | 33,101                          | 19,712 | 29,892 | 107,045  | 51,936                       | 176.60                         | 5.19                           |                                    |
| 19,468                      | 9.57                   | 1.38                                   | 271,063                          | 29.43                  | 37,175                          | 41,663 | 31,014 | 114,551  | 58,869                       | 165.27                         | 5.32                           |                                    |

## APPENDIX 12.

General results of working each railway system.

| NUMBER.      |                              | Railway system<br>(vide Appendix 38). | Year. | Number of<br>passengers<br>carried (in<br>thousands). | Quantity of<br>goods and<br>mail carried (in<br>thousands<br>of tons). | Gross earnings<br>(in thousands<br>of rupees). | Working<br>expenses (in<br>thousands<br>of rupees). | Net<br>earnings (in<br>thousands<br>of rupees). | Percentage<br>of working<br>expenses to gross<br>earnings. | REMARKS.  |
|--------------|------------------------------|---------------------------------------|-------|---|--|--|---|---|--|---|
| Main head.   | Sub-head.                    |                                       |       |   |  |  |   |   |  |   |
| 5' 6" GAUGE. |                              |                                       |       |   |  |  |   |   |  |   |
| ...          | ...                          | Bengal Central                        | 1902  | 1,901   | 159  | 13,17  | 7,43  | 5,74  | 56.43  | † Figures shown are only for the first-half of the year. Those for the second-half have been included with Eastern Bengal State railway, broad gauge. |
|              |                              |                                       | 1903  | 1,989   | 206  | 15,09†   | 10,01   | 5,08  | 66.36  |   |
|              |                              |                                       | 1904  | 2,041   | 235  | 15,60  | 10,20   | 5,40  | 65.40  |   |
|              |                              |                                       | 1905  | 2,070   | 176  | 15,06  | 15,03   | 11.58   | 76.28  |   |
|              |                              |                                       | 1906  | 2   | 3  | 5  | 5   | 5   | 5  |   |
| 1            | (a), (f) and (g)             | Punjab-Nagpur                         | 1902  | 6,472   | 1,880  | 1,12,18  | 72,80   | 39,38   | 51.20  | § Included with the Eastern Bengal State railway, broad gauge.  |
|              |                              |                                       | 1903  | 6,419   | 1,918  | 1,55,18  | 80,02   | 75,16   | 51.69  |   |
|              |                              |                                       | 1904  | 7,705   | 1,381  | 1,87,12  | 93,15   | 93,97   | 49.31  |   |
|              |                              |                                       | 1905  | 8,002   | 3,975  | 2,41,71  | 1,10,88   | 1,30,83   | 45.23  |   |
|              |                              |                                       | 1906  | 9,811   | 5,615  | 2,69,47  | 1,27,95   | 1,41,51   | 47.49  |   |
| 2            | (a), (c) to (f), (n) and (o) | Bombay, Baroda and Central India.     | 1902  | 6,834   | 1,927  | 1,71,70  | 83,83   | 87,87   | 48.86  |   |
|              |                              |                                       | 1903  | 19,054  | 1,770  | 1,83,76  | 91,73   | 92,03   | 49.92  |   |
|              |                              |                                       | 1904  | 21,681  | 1,787  | 1,91,08  | 90,19   | 1,00,89   | 47.20  |   |
|              |                              |                                       | 1905  | 23,89   | 2,055  | 2,11,73  | 92,17   | 1,19,56   | 44.67  |   |
|              |                              |                                       | 1906  | 24,809  | 2,314  | 2,19,23  | 1,03,54   | 1,15,69   | 47.23  |   |
| 3            | (c)                          | Eastern Bengal State                  | 1902  | 13,654  | 1,800  | 1,03,83  | 50,03   | 53,80   | 48.18  |   |
|              |                              |                                       | 1903  | 14,341  | 2,651  | 1,01,22  | 51,39   | 50,83   | 50.27  |   |
|              |                              |                                       | 1904  | 14,780  | 2,610  | 1,08,77  | 57,80   | 50,97   | 53.14  |   |
|              |                              |                                       | 1905  | 17,090  | 2,75   | 1,18,00  | 64,11   | 53,89   | 54.61  |   |
|              |                              |                                       | 1906  | 21,138  | 3,694  | 1,11,12  | 83,13   | 27,99   | 58.0   |   |
| 4            | (a) to (d)                   | East Indian                           | 1902  | 23,276  | 10,484   | 7,04,31  | 2,58,80   | 4,45,51   | 36.71  |   |
|              |                              |                                       | 1903  | 24,282  | 10,702   | 7,26,62  | 2,46,23   | 4,80,39   | 33.89  |   |
|              |                              |                                       | 1904  | 25,681  | 10,241   | 7,87,26  | 2,66,82   | 5,20,44   | 33.89  |   |
|              |                              |                                       | 1905  | 25,938  | 12,236   | 7,79,46  | 2,82,15   | 4,97,31   | 36.20  |   |
|              |                              |                                       | 1906  | 28,143  | 12,517   | 8,26,07  | 3,21,75   | 5,04,32   | 38.95  |   |
| 5            | (c)                          | Great Indian Peninsula                | 1902  | 18,319  | 3,278  | 4,24,25  | 2,13,87   | 2,10,38   | 50.17  |   |
|              |                              |                                       | 1903  | 20,221  | 4,518  | 4,80,19  | 2,30,10   | 2,50,09   | 49.18  |   |
|              |                              |                                       | 1904  | 22,174  | 5,002  | 5,86,20  | 2,95,23   | 2,90,97   | 49.96  |   |
|              |                              |                                       | 1905  | 23,293  | 5,679  | 6,30,41  | 3,05,37   | 3,25,04   | 48.44  |   |
|              |                              |                                       | 1906  | 27,291  | 5,859  | 6,41,01  | 3,22,01   | 3,19,00   | 50.90  |   |
| 5            | (b) to (g)                   | Indian Midland                        | 1902  | 2,520   | 1,349  | 1,09,63  | 55,07   | 54,56   | 50.78  | * Included with the Great Indian Peninsula railway.   |
|              |                              |                                       | 1903  | 2   | 2  | 1,00,33  | 49,63   | 50,65   | 49.52  |   |
|              |                              |                                       | 1904  | 2   | 2  | 2  | 2   | 2   | 2  |   |
|              |                              |                                       | 1905  | 2   | 2  | 2  | 2   | 2   | 2  |   |
|              |                              |                                       | 1906  | 2   | 2  | 2  | 2   | 2   | 2  |   |
| 6            | (a) to (d)                   | Madras                                | 1902  | 13,005  | 2,319  | 1,06,34  | 51,00   | 55,34   | 54.86  |   |
|              |                              |                                       | 1903  | 13,712  | 2,349  | 1,73,17  | 1,11,50   | 71,67   | 58.51  |   |
|              |                              |                                       | 1904  | 14,353  | 2,748  | 1,90,53  | 1,11,71   | 78,82   | 58.41  |   |
|              |                              |                                       | 1905  | 15,296  | 2,822  | 2,08,11  | 1,22,39   | 85,72   | 68.73  |   |
|              |                              |                                       | 1906  | 15,373  | 2,891  | 2,13,90  | 1,27,07   | 86,83   | 59.12  |   |
| 8            | (a) & (b)                    | Nizam's Guaranteed State              | 1902  | 1,750   | 935  | 46,96  | 18,73   | 28,23   | 39.89  |   |
|              |                              |                                       | 1903  | 1,797   | 895  | 46,26  | 19,73   | 26,53   | 41.79  |   |
|              |                              |                                       | 1904  | 1,476   | 878  | 46,53  | 16,83   | 29,70   | 50.17  |   |
|              |                              |                                       | 1905  | 1,583   | 857  | 46,26  | 15,72   | 30,54   | 33.88  |   |
|              |                              |                                       | 1906  | 1,707   | 870  | 48,33  | 18,41   | 29,90   | 39.13  |   |
| 9            | (c) to (f)                   | North Western State—                  |       |   |  |  |   |   |  | † Information not available.  |
|              |                              | Commercial Section                    | 1902  | †   | †  | 4,17,94  | 2,23,99   | 1,93,95   | 53.59  |   |
|              |                              |                                       | 1903  | †   | †  | 4,89,77  | 2,20,61   | 2,69,16   | 45.04  |   |
|              |                              |                                       | 1904  | †   | †  | 6,12,74  | 2,63,32   | 3,49,42   | 42.97  |   |
|              |                              |                                       | 1905  | †   | †  | 5,99,17  | 2,81,14   | 3,18,03   | 46.91  |   |
|              |                              |                                       | 1906  | †   | †  | 6,35,58  | 3,09,24   | 3,26,34   | 48.65  |   |
|              |                              | Military Section                      | 1902  | †   | †  | 37,49  | 41,97   | — 4.88  | 113.16   |   |
|              |                              |                                       | 1903  | †   | †  | 38,99  | 41,71   | — 2.72  | 106.98   |   |
|              |                              |                                       | 1904  | †   | †  | 46,00  | 52,19   | — 6.19  | 113.47   |   |
|              |                              |                                       | 1905  | †   | †  | 43,07  | 43,97   | — 90  | 102.09   |   |
|              |                              |                                       | 1906  | †   | †  | 50,49  | 50,83   | — 64  | 101.07   |   |
|              |                              | Total                                 | 1902  | 20,822  | 5,004  | 4,56,03  | 2,65,96   | 1,90,07   | 58.44  |   |
|              |                              |                                       | 1903  | 22,777  | 6,664  | 5,28,76  | 2,42,72   | 2,86,04   | 49.61  |   |
|              |                              |                                       | 1904  | 25,514  | 6,181  | 6,57,74  | 3,15,51   | 3,42,23   | 47.89  |   |
|              |                              |                                       | 1905  | 26,417  | 7,237  | 6,42,24  | 3,25,11   | 3,17,13   | 50.62  |   |
|              |                              |                                       | 1906  | 33,598  | 8,051  | 6,55,87  | 3,00,07   | 3,55,80   | 52.50  |   |
| 10           | (a) to (c)                   | Oudh and Rohilkhand State             | 1902  | 8,332   | 2,302  | 1,34,18  | 68,81   | 65,37   | 51.28  |   |
|              |                              |                                       | 1903  | 8,902   | 2,369  | 1,42,13  | 68,49   | 73,64   | 48.10  |   |
|              |                              |                                       | 1904  | 9,776   | 2,541  | 1,55,60  | 82,96   | 72,65   | 53.31  |   |
|              |                              |                                       | 1905  | 10,797  | 2,910  | 1,56,99  | 92,21   | 64,78   | 58.74  |   |
|              |                              |                                       | 1906  | 11,869  | 2,266  | 1,68,01  | 88,53   | 79,48   | 52.69  |   |
| 11           | (c)                          | Assam-Loughi                          | 1902  | 1,763   | 326  | 20,96  | 18,42   | 2,54  | 67.66  |   |
|              |                              |                                       | 1903  | 1,981   | 403  | 24,28  | 19,58   | 4,70  | 60.64  |   |
|              |                              |                                       | 1904  | 2,123   | 361  | 30,10  | 28,57   | 1,53  | 94.92  |   |
|              |                              |                                       | 1905  | 2,476   | 432  | 34,83  | 33,00   | 1,83  | 94.75  |   |
|              |                              |                                       | 1906  | 2,732   | 604  | 42,20  | 37,02   | 5,18  | 89.86  |   |

## APPENDIX 12—contd.

General results of working each railway system—contd.

| Number.    |            | Railway system<br>(vide Appendix 39).   | Year. | Number of<br>passengers<br>carried (in<br>thousands). | Quantity of<br>goods and<br>minerals<br>carried (in<br>thousands<br>of tons). | Gross<br>earnings (in<br>thousands of<br>rupees). | Working<br>expenses (in<br>thousands of<br>rupees). | Net earnings<br>(in thousands<br>of rupees). | Percentage<br>of<br>working<br>expenses to<br>gross earn-<br>ings. | REMARKS.  |
|------------|------------|---|-------|---|---|---|---|--|--|---|
| Main head. | Sub-head.  |   |       |   |   |   |   |  |  |   |
|            |            | 8' 3 3/4" GAUGE—contd.                  |       |   |   |   |   |  |  |   |
| 12         | (a) & (b)  | Bengal and North-Western ...            | 1902  | 10,126  | 1,460   | 1,01,80   | 47,04   | 54,46  | 46.37  |   |
|            |            |   | 1903  | 12,077  | 1,707   | 1,19,16   | 48,50   | 70,65  | 40.71  |   |
|            |            |   | 1904  | 12,910  | 1,783   | 1,29,99   | 51,60   | 78,39  | 39.70  |   |
|            |            |   | 1905  | 14,005  | 1,815   | 1,21,61   | 53,31   | 70,30  | 43.13  |   |
|            |            |   | 1906  | 15,109  | 2,089   | 1,43,33   | 64,93   | 79,0   | 41.45  |   |
| 13         | (a) & (b)  | Bengal Donors ...                       | 1902  | 332   | 91  | 5,27  | 2,69  | 2,58   | 51.01  |   |
|            |            |   | 1903  | 443   | 121   | 6,58  | 3,28  | 3,30   | 49.87  |   |
|            |            |   | 1904  | 519   | 171   | 7,31  | 3,36  | 3,95   | 45.02  |   |
|            |            |   | 1905  | 486   | 194   | 8,82  | 4,35  | 4,47   | 41.32  |   |
|            |            |   | 1906  | 453   | 201   | 9,93  | 4,05  | 5,88   | 40.79  |   |
| 14         | (a) to (d) | Bhavnagar-Gondal-Junagad-<br>Porbandar. | 1902  | 1,506   | 245   | 16,85   | 10,02   | 6,83   | 59.49  |   |
|            |            |   | 1903  | 1,609   | 264   | 18,51   | 10,82   | 7,69   | 58.27  |   |
|            |            |   | 1904  | 1,938   | 302   | 22,37   | 10,56   | 11,81  | 47.20  |   |
|            |            |   | 1905  | 2,101   | 284   | 22,40   | 10,30   | 11,41  | 45.03  |   |
|            |            |   | 1906  | 2,270   | 316   | 23,57   | 10,58   | 12,59  | 45.58  |   |
| 15         | (a)        | Burma ...                               | 1902  | 12,105  | 1,603   | 1,25,03   | 72,30   | 52,73  | 57.83  |   |
|            |            |   | 1903  | 14,220  | 1,869   | 1,36,14   | 83,95   | 52,19  | 61.00  |   |
|            |            |   | 1904  | 16,118  | 2,175   | 1,51,02   | 85,32   | 65,70  | 56.19  |   |
|            |            |   | 1905  | 16,874  | 2,130   | 1,57,76   | 95,95   | 61,81  | 60.82  |   |
|            |            |   | 1906  | 17,610  | 2,589   | 1,57,32   | 98,70   | 58,62  | 62.74  |   |
| 16         | (a)        | Deoghur ...                             | 1902  | 185   | 10  | 30  | 24  | 6  | 79.75  |   |
|            |            |   | 1903  | 262   | 15  | 41  | 30  | 11   | 73.17  |   |
|            |            |   | 1904  | 281   | 14  | 47  | 32  | 15   | 68.43  |   |
|            |            |   | 1905  | 273   | 14  | 45  | 32  | 13   | 71.11  |   |
|            |            |   | 1906  | 329   | 15  | 51  | 33  | 21   | 61.11  |   |
| 17         | (a) & (b)  | Dikru-Sadiya ...                        | 1902  | 702   | 510   | 9,10  | 4,58  | 4,12   | 54.77  |   |
|            |            |   | 1903  | 791   | 556   | 9,76  | 5,26  | 4,50   | 53.89  |   |
|            |            |   | 1904  | 839   | 613   | 10,4  | 5,70  | 4,74   | 56.73  |   |
|            |            |   | 1905  | 873   | 642   | 10,14   | 5,55  | 4,59   | 54.73  |   |
|            |            |   | 1906  | 896   | 667   | 10,73   | 6,10  | 4,53   | 59.65  |   |
| 3          | (b) to (d) | Eastern Bengal State ...                | 1902  | *   | 1,040   | 80,81   | 31,93   | 48,88  | 49.41  | * Included with Eastern Bengal State Railway (5' 6" gauge). |
|            |            |   | 1903  | *   | *   | 85,59   | 41,28   | 41,22  | 51.78  |   |
|            |            |   | 1904  | *   | *   | 89,55   | 50,17   | 39,38  | 56.02  |   |
|            |            |   | 1905  | *   | *   | 89,38   | 44,68   | 44,70  | 49.99  |   |
|            |            |   | 1906  | *   | *   | 1,09,60   | 51,23   | 60,37  | 51.04  |   |
| 8          | (c)        | Hyderabad-Godavari Valley...            | 1902  | 1,218   | 587   | 22,88   | 13,20   | 9,68   | 57.69  |   |
|            |            |   | 1903  | 1,183   | 546   | 22,14   | 13,24   | 8,90   | 59.38  |   |
|            |            |   | 1904  | 1,264   | 341   | 22,12   | 14,37   | 7,75   | 64.97  |   |
|            |            |   | 1905  | 1,501   | 373   | 29,64   | 16,35   | 13,29  | 55.16  |   |
|            |            |   | 1906  | 1,803   | 342   | 30,33   | 16,11   | 14,22  | 53.12  |   |
| 18         | (a) to (e) | Jodhpur-Bikaner ...                     | 1902  | 1,878   | 456   | 25,02   | 13,06   | 11,96  | 52.18  |   |
|            |            |   | 1903  | 1,580   | 403   | 27,44   | 13,24   | 14,20  | 48.56  |   |
|            |            |   | 1904  | 1,702   | 439   | 30,60   | 13,51   | 17,09  | 44.15  |   |
|            |            |   | 1905  | 1,970   | 471   | 35,21   | 14,91   | 20,30  | 42.81  |   |
|            |            |   | 1906  | 2,107   | 587   | 40,76   | 18,06   | 22,10  | 45.78  |   |
| 19         | (a)        | Morvi ...                               | 1902  | 243   | 19  | 3,05  | 1,92  | 1,13   | 62.85  |   |
|            |            |   | 1903  | 257   | 19  | 2,98  | 1,53  | 1,45   | 51.43  |   |
|            |            |   | 1904  | 298   | 34  | 3,55  | 1,07  | 1,89   | 46.73  |   |
|            |            |   | 1905  | 286   | 40  | 3,23  | 1,49  | 1,74   | 46.13  |   |
|            |            |   | 1906  | 235   | 34  | 3,08  | 1,48  | 1,60   | 48.15  |   |
| 6          | (e) & (f)  | Nilgiri and Shoranur-Cochin             | 1902  | 339   | 40  | 4,44  | 2,59  | 1,85   | 58.23  |   |
|            |            |   | 1903  | 695   | 154   | 6,28  | 3,56  | 2,72   | 56.53  |   |
|            |            |   | 1904  | 724   | 119   | 6,83  | 4,23  | 2,60   | 61.87  |   |
|            |            |   | 1905  | 782   | 105   | 7,02  | 4,32  | 2,10   | 70.09  |   |
|            |            |   | 1906  | 742   | 105   | 7,12  | 5,19  | 1,93   | 72.89  |   |

## APPENDIX 12—contd.

General results of working each railway system—contd.

| NUMBER.                |                        | Railway system<br>(vide Appendix 3 <sup>rd</sup> ). | Year.                                | Number of<br>passengers<br>carried (in<br>thousands). | Quantity of<br>coal and<br>minerals<br>carried (in<br>thousands<br>of<br>tons). | Gross earn-<br>ings (in<br>thousands<br>of<br>rupees). | Working<br>expenses (in<br>thousands<br>of<br>rupees). | Net<br>earnings (in<br>thousands<br>of<br>rupees).  | Percentage<br>of working<br>expenses<br>to gross<br>earnings. | REMARKS. |
|------------------------|------------------------|---|--------------------------------------|---|---|--|--|---|---|----------|
| Main head.             | Sub-head.              |   |                                      |   |   |  |  |   |   |          |
| 3' 3 1/4" GAUGE—contd. |                        |   |                                      |   |   |  |  |   |   |          |
| 2                      | (b) & (g)<br>to<br>(m) | Rajputana-Malwa ...                                 | 1902<br>1903<br>1904<br>1905<br>1906 | 1,091<br>12,417<br>17,191<br>15,233<br>16,851         | 2,290<br>1,976<br>2,117<br>2,009<br>2,691                                       | 2,65,04<br>2,63,74<br>2,61,47<br>2,63,28<br>2,89,52    | 1,25,79<br>1,15,11<br>1,14,80<br>1,25,85<br>1,56,96    | 1,39,25<br>1,48,63<br>1,46,67<br>1,37,43<br>1,32,56 | 47.46<br>49.67<br>47.56<br>42.91<br>47.31                     |          |
| 20                     | (c) & (b)              | Rohilkhand and Kumaon ...                           | 1902<br>1903<br>1904<br>1905<br>1906 | 7,592<br>1,546<br>1,613<br>1,772<br>2,867             | 432<br>439<br>439<br>441<br>702   | 1,854<br>18,16<br>19,15<br>19,18<br>24,50              | 8,76<br>8,47<br>8,93<br>10,13<br>12,57                 | 9,58<br>9,69<br>10,22<br>9,75<br>12,02              | 47.00<br>46.65<br>46.65<br>51.96<br>51.12                     |          |
| 21                     | (a) to (f)             | South Indian ...                                    | 1902<br>1903<br>1904<br>1905<br>1906 | 1,387<br>17,878<br>19,164<br>19,383<br>20,311         | 1,910<br>3,526<br>3,103<br>3,105<br>3,233                                       | 1,10,10<br>1,18,85<br>1,31,49<br>1,41,03<br>1,41,68    | 10,97<br>51,81<br>60,32<br>69,77<br>81,00              | 59,13<br>77,04<br>73,78<br>71,26<br>63,63           | 45.82<br>46.21<br>45.10<br>49.47<br>55.99                     |          |
| 22                     | (a) to (f)             | Southern Mahratta ...                               | 1902<br>1903<br>1904<br>1905<br>1906 | 6,797<br>6,698<br>7,178<br>8,441<br>9,390             | 1,016<br>1,080<br>1,331<br>1,342<br>1,117                                       | 93,17<br>95,18<br>1,01,36<br>1,14,26<br>1,22,82        | 60,65<br>58,93<br>68,10<br>69,36<br>74,12              | 32,52<br>36,25<br>33,26<br>44,90<br>48,70           | 65.69<br>61.51<br>64.16<br>60.70<br>60.35                     |          |
| 23                     | (a)                    | Udaipur-Chitor ...                                  | 1902<br>1903<br>1904<br>1905<br>1906 | 179<br>110<br>162<br>257<br>276                       | 27<br>15<br>11<br>16<br>27  | 2,17<br>1,78<br>1,51<br>2,08<br>2,15                   | 1,20<br>1,11<br>98<br>1,04<br>1,12                     | 97<br>67<br>53<br>1,04<br>1,36                      | 53.31<br>62.63<br>64.86<br>50.00<br>45.16                     |          |
| 2' 6" GAUGE.           |                        |   |                                      |   |   |  |  |   |   |          |
| 24                     | (a)                    | Barnet-Basirhat Light ...                           | 1902<br>1903<br>1904<br>1905<br>1906 | ...<br>...<br>...<br>298<br>312                       | ...<br>...<br>...<br>2<br>4   | ...<br>...<br>...<br>1.11<br>1.51                      | ...<br>...<br>...<br>55<br>71                          | ...<br>...<br>...<br>56<br>80                       | ...<br>...<br>...<br>49.55<br>47.02                           |          |
| 25                     | (a)                    | Barai Light ...                                     | 1902<br>1903<br>1904<br>1905<br>1906 | 72<br>62<br>77<br>101<br>177                          | 50<br>45<br>50<br>82<br>57  | 1.50<br>1.30<br>1.67<br>2.19<br>2.19                   | 97<br>77<br>1,02<br>80<br>1,09                         | 51<br>53<br>65<br>1,39<br>1,10                      | 64.81<br>59.23<br>61.09<br>35.53<br>49.77                     |          |
| 26                     | (a)                    | Bukhtiar-pore-Bihar Light ...                       | 1902<br>1903<br>1904<br>1905<br>1906 | ...<br>118<br>298<br>252<br>274                       | ...<br>7<br>25<br>19<br>28  | ...<br>56<br>1,14<br>89<br>1,11                        | ...<br>21<br>48<br>53<br>63                            | ...<br>15<br>65<br>36<br>48                         | ...<br>57.74<br>41.90<br>59.55<br>56.76                       |          |
| 27                     | (a)                    | Cutch ...   | 1902<br>1903<br>1904<br>1905<br>1906 | ...<br>...<br>...<br>3<br>9                           | ...<br>...<br>...<br>7<br>11  | ...<br>...<br>...<br>22<br>40                          | ...<br>...<br>...<br>6<br>20                           | ...<br>...<br>...<br>16<br>20                       | ...<br>...<br>...<br>27.27<br>50.00                           |          |
| 28                     | (a)                    | Kalka-Simla ...                                     | 1902<br>1903<br>1904<br>1905<br>1906 | ...<br>6<br>84<br>97<br>96                            | ...<br>2<br>25<br>27<br>32  | ...<br>32<br>5,90<br>7,52<br>7,44                      | ...<br>25<br>3,82<br>3,51<br>4,57                      | ...<br>7<br>2,08<br>4,01<br>3,07                    | ...<br>78.00<br>64.41<br>46.68<br>59.92                       |          |

## APPENDIX 12—conold.

## General results of working each railway system—conold.

| NUMBER.             |           | Railway system.<br>(vide Appendix 38.)             | Year. | Number of<br>passengers<br>carried (in<br>thousands). | Quantity of<br>goods and<br>minerals<br>carried (in<br>thousands<br>of<br>tons). | Gross earn-<br>ings (in<br>thousands<br>of<br>rupees). | Working<br>expenses (in<br>thousands<br>of<br>rupees). | Net<br>earnings (in<br>thousands<br>of<br>rupees). | Percentage<br>of<br>working<br>expenses<br>to gross<br>earnings. | REMARKS.   |
|---------------------|-----------|--|-------|---|--|--|--|--|--|--|
| Main head.          | Sub-head. |  |       |   |  |  |  |  |  |  |
| 2' 6" GAUGE—conold. |           |  |       |   |  |  |  |  |  |  |
| 1                   | (c)       | Mourbhanj ...                                      | 1902  | ...   | ...  | ...  | ...  | ...  | ...  |  |
|                     |           |  | 1903  | ...   | ...  | ...  | ...  | ...  | ...  |  |
|                     |           |  | 1904  | ...   | ...  | ...  | ...  | ...  | ...  |  |
|                     |           |  | 1905  | 30  | 13   | 31   | 24   | 7  | 77.42  |  |
|                     |           |  | 1906  | 64  | 12   | 45   | 23   | 22   | 51.11  |  |
| 1                   | (d)       | Parlakimedi Light ...                              | 1902  | ...   | ...  | ...  | ...  | ...  | ...  |  |
|                     |           |  | 1903  | 52  | 4  | 17   | 27   | — 10   | 155.58   |  |
|                     |           |  | 1904  | 59  | 7  | 21   | 22   | — 1  | 106.29   |  |
|                     |           |  | 1905  | 68  | 10   | 27   | 23   | 4  | 85.19  |  |
|                     |           |  | 1906  | 82  | 7  | 21   | 31   | — 10   | 147.62   |  |
| 20                  | (c)       | Powayan Light ...                                  | 1902  | 258   | 24   | 76   | 53   | 23   | 70.24  |  |
|                     |           |  | 1903  | 269   | 22   | 76   | 43   | 29   | 60.84  |  |
|                     |           |  | 1904  | 272   | 25   | 76   | 47   | 31   | 60.34  |  |
|                     |           |  | 1905  | 299   | 30   | 92   | 56   | 36   | 60.87  |  |
|                     |           |  | 1906  | 322   | 32   | 1.00   | 60   | 40   | 60.00  |  |
| *                   |           | Ranaghat-Krishnagar Light                          | 1902  | 241   | 1  | 76   | 55   | 21   | 71.97  | †Included with the Eastern Bengal State Railway metre and special gauges.  |
|                     |           |  | 1903  | 238   | 7  | 86   | 53   | 33   | 60.86  |  |
|                     |           |  | 1904  | +   | +  | 111  | 129  | 112  | 70.24  |  |
|                     |           |  | 1905  | +   | +  | +  | +  | +  | +  |  |
|                     |           |  | 1906  | +   | +  | +  | +  | +  | +  |  |
| 32                  | (a)       | Tarakeswar-Magra Light                             | 1902  | 428   | 11   | 84   | 59   | 25   | 70.82  | †Figures shown only for the first-half of the year. Those for the second-half have been included with the Eastern Bengal State Railway metre and special gauges. |
|                     |           |  | 1903  | 427   | 17   | 85   | 60   | 25   | 70.40  |  |
|                     |           |  | 1904  | 478   | 23   | 90   | 62   | 28   | 69.25  |  |
|                     |           |  | 1905  | 456   | 22   | 87   | 65   | 22   | 74.71  |  |
|                     |           |  | 1906  | 508   | 25   | 1.00   | 67   | 33   | 67.00  |  |
| 33                  | (a)       | Tezporc-Balipara Light                             | 1902  | 125   | 8  | 85   | 63   | 22   | 74.53  |  |
|                     |           |  | 1903  | 145   | 9  | 95   | 67   | 28   | 70.72  |  |
|                     |           |  | 1904  | 149   | 8  | 88   | 71   | 17   | 80.43  |  |
|                     |           |  | 1905  | 155   | 14   | 1.03   | 76   | 27   | 73.79  |  |
|                     |           |  | 1906  | 156   | 16   | 1.15   | 80   | 35   | 69.67  |  |
| 6                   | (g) & (h) | Morapur-Dharmappuri and Tirupattur-Krishnagiri ... | 1902  | ...   | ...  | ...  | ...  | ...  | ...  |  |
|                     |           |  | 1903  | ...   | ...  | ...  | ...  | ...  | ...  |  |
|                     |           |  | 1904  | ...   | ...  | ...  | ...  | ...  | ...  |  |
|                     |           |  | 1905  | 37  | 2  | 13   | 14   | — 1  | 107.69   |  |
|                     |           |  | 1906  | 245   | 14   | 79   | 81   | — 2  | 102.53   |  |
| 2' 6" GAUGE.        |           |  |       |   |  |  |  |  |  |  |
| 35                  | (a)       | Darjeeling-Himalayan                               | 1902  | 80  | 33   | 8.50   | 4.72   | 3.78   | 55.51  |  |
|                     |           |  | 1903  | 109   | 44   | 9.82   | 5.45   | 4.17   | 56.65  |  |
|                     |           |  | 1904  | 139   | 44   | 10.45  | 5.73   | 4.72   | 58.40  |  |
|                     |           |  | 1905  | 137   | 44   | 9.72   | 5.81   | 4.11   | 57.72  |  |
|                     |           |  | 1906  | 134   | 44   | 9.81   | 5.72   | 4.03   | 58.92  |  |
| 30                  | (a)       | Howrah-Amta Light                                  | 1902  | 783   | 14   | 2.85   | 1.32   | 1.33   | 49.86  |  |
|                     |           |  | 1903  | 808   | 17   | 2.77   | 1.39   | 1.38   | 50.32  |  |
|                     |           |  | 1904  | 855   | 13   | 2.97   | 1.42   | 1.55   | 47.82  |  |
|                     |           |  | 1905  | 940   | 17   | 3.19   | 1.51   | 1.78   | 46.90  |  |
|                     |           |  | 1906  | 993   | 20   | 3.51   | 1.74   | 1.77   | 49.57  |  |
| 37                  | (a)       | Howrah-Sheakhala Light                             | 1902  | 314   | 6  | 82   | 50   | 32   | 61.33  |  |
|                     |           |  | 1903  | 343   | 7  | 87   | 52   | 35   | 59.85  |  |
|                     |           |  | 1904  | 343   | 6  | 86   | 47   | 39   | 54.72  |  |
|                     |           |  | 1905  | 351   | 6  | 88   | 50   | 38   | 58.82  |  |
|                     |           |  | 1906  | 364   | 7  | 91   | 54   | 37   | 59.34  |  |
| 38                  | (a)       | Jorhat   | 1902  | 130   | 12   | 87   | 90   | — 3  | 104.22   |  |
|                     |           |  | 1903  | 155   | 12   | 91   | 77   | 14   | 86.02  |  |
|                     |           |  | 1904  | 163   | 10   | 74   | 78   | — 4  | 105.17   |  |
|                     |           |  | 1905  | 167   | 10   | 70   | 78   | 3  | 98.20  |  |
|                     |           |  | 1906  | 162   | 13   | 98   | 80   | 13   | 86.02  |  |

## Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

| Number.          |                             | Railway system, vide Appendix 38.  | I.  |           | II.  |             | 2.        |             |                               |           |           |           |                             |           |
|------------------|-----------------------------|------------------------------------|---|-----------|--|-------------|-----------|-------------|-------------------------------|-----------|-----------|-----------|-----------------------------|-----------|
| Main head.       | Sub-head.                   |                                    | Apparel including drapery, haberdashery, millinery, suit-forms, accessories, boots and shoes. |           | Coal and coke carried for the public and foreign railways. |             | 1. Raw.   |             | (a) Twist and yarn, European. |           |           |           | (b) Twist and yarn, Indian. |           |
|                  |                             |                                    | Quantity.   | Earnings. | Quantity.  | Earnings.   | Quantity. | Earnings.   | Quantity.                     | Earnings. | Quantity. | Earnings. | Quantity.                   | Earnings. |
|                  |                             |                                    |   |           |  |             |           |             |                               |           |           |           |                             |           |
| 5' 6" gauge.     |                             | Tons.                              | Rs.   | Tons.     | Rs.  | Tons.       | Rs.       | Tons.       | Rs.                           | Tons.     | Rs.       | Tons.     | Rs.                         |           |
| 1                | (a), (b) & (c)              | Bombay-Nagpur                      | 378   | 8,566     | 2,012,391  | 52,85,536   | 10,360    | 2,38,000    | 4,610                         | 89,779    | 16,783    | 1,86,486  |                             |           |
| 2                | (a), (c) to (f) & (n) & (o) | Bombay, Baroda and Central India   | 649   | 14,455    | 77,402   | 3,22,675    | 172,186   | 17,09,407   | 622                           | 9,028     | 16,918    | 2,41,849  |                             |           |
| 3                | ...                         | Eastern Bengal State               | 833   | 9,101     | 562,598  | 4,47,352    | 3,201     | 12,450      | 1,921                         | 14,049    | 3,567     | 26,504    |                             |           |
| 4                | ...                         | East India                         | 4,006   | 1,00,700  | 6,484,721  | 2,16,25,490 | 70,052    | 6,42,872    | 1,862                         | 49,050    | 16,762    | 2,06,981  |                             |           |
| 5                | ...                         | Great Indian Peninsula             | 1,322   | 51,866    | 219,622  | 6,60,398    | 363,527   | 87,23,428   | 12,340                        | 3,20,800  | 18,068    | 2,00,063  |                             |           |
| 6                | (a) to (d)                  | Madras                             | 645   | 16,370    | 361,828  | 8,31,660    | 38,365    | 3,58,690    | 4,905                         | 43,500    | 16,365    | 1,40,236  |                             |           |
| 8                | (a) & (b)                   | Nizam's Guaranteed State           | 90  | 1,785     | 350,200  | 11,78,208   | 8,742     | 53,468      | 3,190                         | 34,927    | 2,722     | 38,311    |                             |           |
| 9                | ...                         | North Western State                | 1,260   | 97,946    | 158,960  | 4,20,406    | 83,917    | 9,34,088    | 1,623                         | 32,660    | 6,098     | 1,38,127  |                             |           |
| 10               | ...                         | Ondh and Rohilkhand State          | 668   | 8,027     | 65,411   | 2,69,378    | 28,056    | 1,62,317    | 2,171                         | 13,351    | 6,786     | 47,634    |                             |           |
| 3' 3 1/2" gauge. |                             | Tons.                              | Rs.   | Tons.     | Rs.  | Tons.       | Rs.       | Tons.       | Rs.                           | Tons.     | Rs.       | Tons.     | Rs.                         |           |
| 11               | ...                         | Assam-Bongal                       | 128   | 1,711     | 22,806   | 63,498      | 2,670     | 10,627      | 677                           | 8,022     | 378       | 3,410     |                             |           |
| 12               | ...                         | Bengal and North-Western           | 403   | 11,939    | 119,558  | 2,54,783    | 1,393     | 18,565      | 408                           | 5,343     | 6,085     | 69,189    |                             |           |
| 13               | ...                         | Bengal-Dooars                      | 62  | 91        | 13,051   | 58,414      | 1         | 3           | 18                            | 68        | 40        | 174       |                             |           |
| 14               | ...                         | Bhavnagar-Gondal-Juagad-Portbandar | 370   | 2,941     | 11,064   | 11,285      | 32,366    | 1,51,761    | 48                            | 329       | 1,114     | 5,994     |                             |           |
| 15               | ...                         | Burma                              | 687   | 10,415    | 1,155  | 1,688       | 5,426     | 27,217      | 3,468                         | 66,670    | 440       | 6,693     |                             |           |
| 16               | ...                         | Deoghar                            | ...   | ...       | ...  | ...         | ...       | ...         | ...                           | ...       | ...       | ...       |                             |           |
| 17               | ...                         | Dibru-Sadiya                       | ...   | ...       | 562,500  | 4,82,680    | 191       | 2,332       | ...                           | ...       | ...       | ...       |                             |           |
| 18               | (e)                         | Hyderabad-Hodavari Valley          | 83  | 1,775     | 8,917  | 40,040      | 33,552    | 4,00,158    | 398                           | 7,297     | 1,039     | 21,281    |                             |           |
| 18               | ...                         | Jodhpur-Bikaner                    | 207   | 3,406     | 22,403   | 63,903      | 17,805    | 78,501      | 13                            | 87        | 623       | 3,901     |                             |           |
| 19               | (e) to (h)                  | Madras                             | 54  | 559       | 586  | 818         | 625       | 3,590       | 403                           | 1,122     | 1,239     | 4,876     |                             |           |
| 19               | ...                         | Morvi                              | 31  | 171       | 167  | 169         | 2,363     | 14,513      | 1                             | 6         | 57        | 214       |                             |           |
| 20               | (b) & (g) to (w)            | Rajputana-Malwa                    | 1,041   | 25,230    | 38,279   | 1,16,184    | 99,090    | 10,57,800   | 685                           | 9,485     | 12,715    | 2,97,005  |                             |           |
| 20               | (a) & (b)                   | Rohilkund and Kumaon               | 386   | 3,561     | 1,292  | 1,497       | 1,011     | 3,262       | 139                           | 622       | 2,333     | 10,976    |                             |           |
| 21               | ...                         | South Indian                       | 167   | 2,253     | 10,021   | 25,790      | 37,434    | 1,86,271    | 2,765                         | 31,943    | 10,360    | 78,325    |                             |           |
| 22               | ...                         | Southern Mahratta                  | 305   | 4,355     | 9,055  | 47,030      | 106,065   | 5,11,474    | 2,386                         | 32,131    | 12,399    | 1,26,275  |                             |           |
| 23               | ...                         | Udaipur-Chitor                     | 16  | 120       | 89   | 96          | 1,872     | 7,345       | 5                             | 40        | 30        | 172       |                             |           |
| 2' 0" gauge.     |                             | Tons.                              | Rs.   | Tons.     | Rs.  | Tons.       | Rs.       | Tons.       | Rs.                           | Tons.     | Rs.       | Tons.     | Rs.                         |           |
| 24               | ...                         | Barasut-Basirhat Light             | ...   | ...       | ...  | ...         | ...       | ...         | ...                           | ...       | ...       | ...       |                             |           |
| 25               | ...                         | Barai Light                        | 8   | 38        | 36   | 72          | 9,412     | 24,380      | 88                            | 329       | 178       | 410       |                             |           |
| 26               | ...                         | Bakhtiarporo-Bihar Light           | ...   | ...       | ...  | ...         | ...       | ...         | ...                           | ...       | ...       | ...       |                             |           |
| 27               | ...                         | Cuteh                              | ...   | ...       | 42   | 118         | 131       | 349         | 62                            | 211       | ...       | ...       |                             |           |
| 30               | ...                         | Kalka-Bimla                        | 344   | 8,333     | 4,880  | 41,771      | 1         | 34          | 2                             | 68        | 10        | 332       |                             |           |
| 31               | (e)                         | Mourbhanj                          | 1   | 2         | 204  | 345         | 1         | 3           | ...                           | ...       | 19        | 40        |                             |           |
| 31               | (d)                         | Parlakinedi Light                  | 4   | 3         | ...  | ...         | ...       | ...         | ...                           | ...       | 189       | 173       |                             |           |
| 32               | (e)                         | Powayan Light                      | ...   | ...       | ...  | ...         | ...       | ...         | ...                           | ...       | ...       | ...       |                             |           |
| 33               | ...                         | Tarakshwar-Magra Light             | ...   | ...       | 142  | 124         | ...       | ...         | ...                           | ...       | ...       | ...       |                             |           |
| 33               | ...                         | Tarpore-Balpara Light              | ...   | ...       | 2,946  | 7,684       | 13        | 139         | ...                           | ...       | ...       | ...       |                             |           |
| 2' 0" gauge.     |                             | Tons.                              | Rs.   | Tons.     | Rs.  | Tons.       | Rs.       | Tons.       | Rs.                           | Tons.     | Rs.       | Tons.     | Rs.                         |           |
| 35               | ...                         | Darjeeling-Himalayan               | 203   | 5,039     | 1,657  | 15,302      | 4         | 100         | 4                             | 113       | 133       | 3,847     |                             |           |
| 36               | ...                         | Howrah-Amra Light                  | ...   | ...       | ...  | ...         | ...       | ...         | ...                           | ...       | ...       | ...       |                             |           |
| 37               | ...                         | Howrah-Sheakhala Light             | ...   | ...       | ...  | ...         | ...       | ...         | ...                           | ...       | ...       | ...       |                             |           |
| 38               | ...                         | Jorhat                             | ...   | ...       | ...  | ...         | ...       | ...         | ...                           | ...       | ...       | ...       |                             |           |
| TOTAL 1906       |                             |                                    | 17,822  | 3,99,872  | 11,187,407   | 3,22,32,988 | 1,126,121 | 1,57,06,051 | 64,794                        | 8,26,354  | 163,485   | 18,61,736 |                             |           |
| TOTAL 1905       |                             |                                    | 17,908  | 4,00,632  | 10,309,501   | 3,80,96,879 | 1,232,702 | 1,86,70,696 | 66,167                        | 8,52,423  | 161,399   | 18,86,148 |                             |           |
| INCREASE         |                             |                                    | ...   | ...       | ...  | 32,90,110   | ...       | ...         | ...                           | ...       | 2,087     | 26,588    |                             |           |
| DECREASE         |                             |                                    | 86  | 9,970     | ...  | ...         | 106,581   | 26,51,335   | 1,373                         | 4,069     | ...       | ...       |                             |           |

## DIX 17.

earnings therefrom during the calendar year 1909.

and is therefore not the same as the total production].

| III.                             |           |                                |           |                |           |           |             | IV.                                   |           | V.                                       |           |                                   |           |           |           |                |           |            |           | Number.   |           |           |
|----------------------------------|-----------|--------------------------------|-----------|----------------|-----------|-----------|-------------|---------------------------------------|-----------|--|-----------|-----------------------------------|-----------|-----------|-----------|----------------|-----------|------------|-----------|-----------|-----------|-----------|
| COTTON.                          |           |                                |           |                |           |           |             | Chemicals,<br>excepting<br>saltpetre. |           | DRUGS.                                   |           |                                   |           |           |           |                |           |            |           |           |           |           |
| MANUFACTURED.                    |           |                                |           |                |           |           |             |                                       |           | 1. Intoxicating,<br>other than<br>opium. |           | 2. Non-intoxicating.              |           |           |           |                |           |            |           |           | Total.    |           |
|                                  |           |                                |           |                |           |           |             |                                       |           |  |           | (a)<br>Medicinal<br>Preparations. |           |           |           | (b)<br>Others. |           |            |           |           |           |           |
| (c)<br>Piece-goods,<br>European. |           | (d)<br>Piece-goods,<br>Indian. |           | (e)<br>Others. |           | TOTAL.    |             | Quantity.                             | Earnings. | Quantity.                                | Earnings. | Quantity.                         | Earnings. | Quantity. | Earnings. | Quantity.      | Earnings. | Main head. |           |           |           |           |
| Quantity.                        | Earnings. | Quantity.                      | Earnings. | Quantity.      | Earnings. | Quantity. | Earnings.   |                                       |           |  |           |                                   |           |           |           |                |           |            | Quantity. | Earnings. | Quantity. | Earnings. |
| Tons.                            | Rs.       | Tons.                          | Rs.       | Tons.          | Rs.       | Tons.     | Rs.         | Tons.                                 | Rs.       | Tons.                                    | Rs.       | Tons.                             | Rs.       | Tons.     | Rs.       | Tons.          | Rs.       |            |           |           |           |           |
| 9,335                            | 1,04,331  | 7,193                          | 1,06,308  | ...            | ...       | 50,231    | 6,74,808    | 349                                   | 5,204     | 50                                       | 1,002     | ...                               | ...       | 1,394     | 17,004    | 1,460          | 18,006    | 1          |           |           |           |           |
| 14,486                           | 3,01,850  | 22,705                         | 3,60,906  | 1,091          | 22,068    | 227,007   | 28,07,015   | 759                                   | 14,489    | 40                                       | 1,067     | 39                                | 787       | 2,846     | 42,203    | 2,925          | 44,107    | 2          |           |           |           |           |
| 23,484                           | 2,53,193  | 2,863                          | 22,507    | ...            | ...       | 31,796    | 3,30,799    | 1,160                                 | 12,701    | 98                                       | 1,368     | 19                                | 708       | 1,360     | 17,764    | 1,507          | 19,836    | 3          |           |           |           |           |
| 61,660                           | 15,41,285 | 9,910                          | 1,07,163  | 3,307          | 57,029    | 163,163   | 20,07,080   | 0,864                                 | 1,04,076  | 132                                      | 1,914     | 781                               | 31,708    | 2,383     | 40,049    | 3,200          | 73,870    | 4          |           |           |           |           |
| 34,804                           | 9,49,159  | 17,012                         | 3,28,891  | 1,560          | 37,088    | 447,831   | 1,04,65,463 | 98                                    | 38,504    | 225                                      | 0,150     | 275                               | 10,761    | 2,218     | 49,807    | 2,718          | 60,814    | 5          |           |           |           |           |
| 7,482                            | 1,01,780  | 10,581                         | 1,16,080  | 94             | 1,26 9    | 77,792    | 7,01,514    | 150                                   | 3,211     | 1  | 20        | 348                               | 9,005     | 2,870     | 31,510    | 3,223          | 41,070    | 6          |           |           |           |           |
| 3,074                            | 45,946    | 1,167                          | 16,804    | 60             | 826       | 19,005    | 1,89,882    | 188                                   | 2,554     | 83                                       | 492       | 117                               | 2,320     | 964       | 7,617     | 1,103          | 10,405    | 8          |           |           |           |           |
| 19,071                           | 4,99,450  | 37,774                         | 8,00,600  | 1,548          | 33,615    | 162,031   | 24,39,016   | 5,408                                 | 74,367    | 308                                      | 7,186     | 761                               | 20,172    | 8,164     | 1,20,312  | 9,323          | 1,47,690  | 9          |           |           |           |           |
| 7,360                            | 53,316    | 5,890                          | 40,485    | 361            | 3,216     | 50,800    | 3,22,249    | 181                                   | 1,061     | 113                                      | 2,707     | 126                               | 1,336     | 854       | 8,969     | 1,003          | 12,712    | 10         |           |           |           |           |
| 2,315                            | 22,018    | 549                            | 4,473     | 11             | 119       | 6,408     | 53,269      | 325                                   | 2,362     | 0  | 123       | 83                                | 1,242     | 511       | 3,681     | 603            | 5,046     | 11         |           |           |           |           |
| 17,471                           | 1,76,400  | 0,088                          | 55,235    | 378            | 4,706     | 31,823    | 3,27,430    | 1,040                                 | 4,484     | 88                                       | 1,478     | 138                               | 1,370     | 20,259    | 95,350    | 20,485         | 98,813    | 12         |           |           |           |           |
| 632                              | 3,473     | 71                             | 583       | ...            | ...       | 702       | 4,309       | 441                                   | 3,882     | 1  | 2         | ...                               | 2         | 468       | 5,861     | 467            | 5,995     | 13         |           |           |           |           |
| 894                              | 6,422     | 1,658                          | 10,074    | 7              | 71        | 35,887    | 1,74,651    | 53                                    | 690       | 26                                       | 319       | 73                                | 542       | 92        | 623       | 190            | 1,383     | 14         |           |           |           |           |
| 6,388                            | 1,00,002  | 821                            | 10,006    | 6              | 148       | 10,208    | 2,16,701    | 128                                   | 3,067     | ...                                      | ...       | 92                                | 2,226     | 273       | 3,836     | 365            | 5,062     | 15         |           |           |           |           |
| ...                              | ...       | ...                            | ...       | ...            | ...       | ...       | ...         | ...                                   | ...       | ...                                      | ...       | ...                               | ...       | ...       | ...       | ...            | ...       | ...        | 16        |           |           |           |
| ...                              | ...       | ...                            | ...       | ...            | ...       | 191       | 2,382       | ...                                   | ...       | 400                                      | 4,105     | ...                               | ...       | ...       | ...       | 400            | 4,105     | 17         |           |           |           |           |
| 955                              | 16,631    | 1,899                          | 19,273    | 17             | 278       | 37,200    | 4,64,808    | 20                                    | 213       | 5  | 118       | 16                                | 304       | 53        | 637       | 73             | 1,069     | 18         |           |           |           |           |
| 1,215                            | 10,267    | 3,028                          | 19,644    | 47             | 408       | 22,739    | 1,10,768    | 67                                    | 734       | 9  | 130       | 30                                | 483       | 277       | 2,640     | 316            | 3,188     | 19         |           |           |           |           |
| 300                              | 1,268     | 470                            | 2,185     | ...            | ...       | 2,937     | 19,381      | 21                                    | 245       | ...                                      | ...       | 29                                | 316       | 379       | 1,513     | 387            | 1,829     | 20         |           |           |           |           |
| 40                               | 206       | 164                            | 630       | 3              | 14        | 2,017     | 15,583      | 0                                     | 45        | 163                                      | 201       | 9                                 | 35        | 10        | 20        | 182            | 350       | 19         |           |           |           |           |
| 14,297                           | 3,41,107  | 18,514                         | 3,03,743  | 1,139          | 25,471    | 138,340   | 21,54,674   | 312                                   | 0,609     | 142                                      | 2,890     | 33                                | 840       | 1,800     | 34,819    | 2,071          | 38,866    | 2          |           |           |           |           |
| 768                              | 3,629     | 2,321                          | 13,031    | 63             | 541       | 6,635     | 32,681      | 77                                    | 643       | 27                                       | 332       | 21                                | 331       | 1,440     | 8,031     | 1,488          | 9,544     | 20         |           |           |           |           |
| 8,242                            | 1,11,402  | 4,502                          | 39,851    | 325            | 2,317     | 69,677    | 4,40,109    | 118                                   | 2,527     | 101                                      | 934       | 006                               | 7,415     | 1,088     | 10,493    | 2,097          | 18,842    | 21         |           |           |           |           |
| 4,583                            | 67,861    | 5,094                          | 75,172    | 509            | 0,983     | 131,206   | 8,19,896    | 733                                   | 8,142     | 40                                       | 639       | 188                               | 2,052     | 430       | 5,119     | 604            | 8,700     | 22         |           |           |           |           |
| 220                              | 1,562     | 362                            | 2,024     | 5              | 45        | 2,494     | 12,078      | ...                                   | 1         | 3  | 42        | ...                               | ...       | 48        | 336       | 51             | 378       | 23         |           |           |           |           |
| ...                              | ...       | ...                            | ...       | ...            | ...       | ...       | ...         | ...                                   | ...       | ...                                      | ...       | ...                               | ...       | ...       | ...       | ...            | ...       | ...        | 24        |           |           |           |
| 279                              | 1,157     | 200                            | 871       | 17             | 54        | 10,234    | 27,201      | 23                                    | 71        | ...                                      | ...       | 2                                 | 11        | 50        | 147       | 52             | 159       | 25         |           |           |           |           |
| ...                              | ...       | ...                            | ...       | ...            | ...       | ...       | ...         | ...                                   | ...       | ...                                      | ...       | ...                               | ...       | ...       | ...       | ...            | ...       | ...        | 26        |           |           |           |
| 68                               | 310       | ...                            | ...       | ...            | ...       | 261       | 770         | ...                                   | ...       | ...                                      | ...       | ...                               | ...       | ...       | ...       | ...            | ...       | ...        | 27        |           |           |           |
| 176                              | 3,668     | 75                             | 1,495     | 25             | 805       | 989       | 5,900       | 7                                     | 179       | 2  | 52        | 46                                | 1,064     | 111       | 980       | 159            | 2,086     | 30         |           |           |           |           |
| 76                               | 107       | 7                              | 17        | ...            | ...       | 103       | 176         | 1                                     | 1         | ...                                      | ...       | ...                               | ...       | 4         | 14        | 4              | 14        | 1          |           |           |           |           |
| 14                               | 11        | 14                             | 10        | ...            | ...       | 217       | 200         | 2                                     | 2         | ...                                      | ...       | ...                               | ...       | 12        | 8         | 12             | 8         | 1          |           |           |           |           |
| 219                              | 367       | ...                            | ...       | ...            | ...       | 219       | 867         | ...                                   | ...       | ...                                      | ...       | ...                               | ...       | ...       | ...       | ...            | ...       | 20         |           |           |           |           |
| 64                               | 141       | ...                            | ...       | ...            | ...       | 64        | 141         | ...                                   | ...       | ...                                      | ...       | ...                               | ...       | ...       | ...       | ...            | ...       | 23         |           |           |           |           |
| ...                              | ...       | ...                            | ...       | ...            | ...       | 13        | 138         | ...                                   | ...       | ...                                      | ...       | 8                                 | 62        | ...       | ...       | 6              | 63        | 33         |           |           |           |           |
| 368                              | 10,148    | 86                             | 3,974     | 26             | 695       | 621       | 17,871      | ...                                   | ...       | ...                                      | ...       | 70                                | 1,200     | 42        | 1,285     | 112            | 2,534     | 35         |           |           |           |           |
| ...                              | ...       | ...                            | ...       | ...            | ...       | ...       | ...         | ...                                   | ...       | ...                                      | ...       | ...                               | ...       | ...       | ...       | ...            | ...       | 36         |           |           |           |           |
| ...                              | ...       | ...                            | ...       | ...            | ...       | ...       | ...         | ...                                   | ...       | ...                                      | ...       | ...                               | ...       | ...       | ...       | ...            | ...       | 37         |           |           |           |           |
| ...                              | ...       | ...                            | ...       | ...            | ...       | ...       | ...         | ...                                   | ...       | ...                                      | ...       | ...                               | ...       | ...       | ...       | ...            | ...       | 38         |           |           |           |           |
| 340,219                          | 47,85,007 | 100,324                        | 26,17,649 | 10,599         | 1,96,353  | 1,735,402 | 3,67,52,648 | 10,888                                | 2,91,714  | 3,110                                    | 33,369    | 4,239                             | 97,778    | 50,400    | 5,10,880  | 56,812         | 6,42,095  |            |           |           |           |           |
| 345,598                          | 48,34,386 | 143,906                        | 33,60,806 | 8,967          | 1,85,879  | 1,629,382 | 3,84,06,457 | 15,611                                | 3,58,920  | 3,221                                    | 37,502    | 3,706                             | 92,724    | 51,481    | 5,28,446  | 57,350         | 6,68,678  |            |           |           |           |           |
| ...                              | ...       | 16,459                         | 271,183   | 1,943          | 12,473    | ...       | ...         | 4,397                                 | 33,094    | ...                                      | ...       | 631                               | 5,062     | ...       | ...       | ...            | ...       |            |           |           |           |           |
| 5,374                            | 28,478    | ...                            | ...       | ...            | ...       | 92,890    | 36,55,589   | ...                                   | ...       | 111                                      | 4,138     | ...                               | ...       | 959       | 17,405    | 598            | 16,572    |            |           |           |           |           |

## Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

| Number.          |                       | Railway system, vide Appendix B.                    | VI                          |           |           |           |           |           |             |           |               |           |           |           |           |           |           |           |
|------------------|-----------------------|---|-----------------------------|-----------|-----------|-----------|-----------|-----------|-------------|-----------|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|                  |                       |   | DYES AND TANS.              |           |           |           |           |           |             |           |               |           |           |           |           |           |           |           |
| Main head.       | Sub-head.             |   | (1)                         |           | (2)       |           | (3)       |           | (4)         |           | (5)           |           | (6)       |           | (7)       |           | TOTAL.    |           |
|                  |                       |   | Alizarine and aniline dyes. |           | Cutch.    |           | Indigo.   |           | Myrabolams. |           | Tanning bark. |           | Turmeric. |           | Others.   |           |           |           |
|                  |                       |   | Quantity.                   | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity.   | Earnings. | Quantity.     | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
|                  |                       | Tons.   | Rs.                         | Tons.     | Rs.       | Tons.     | Rs.       | Tons.     | Rs.         | Tons.     | Rs.           | Tons.     | Rs.       | Tons.     | Rs.       | Tons.     | Rs.       |           |
| 5' 6" gauge.     |                       |   |                             |           |           |           |           |           |             |           |               |           |           |           |           |           |           |           |
| 1                | (a), (b) & (c)        | Bengal-Nagpur . . .                                 | ...                         | ...       | ...       | ...       | ...       | 33,174    | 2,08,261    | ...       | ...           | 6,607     | 15,985    | 2,853     | 20,494    | 42,824    | 8,74,670  |           |
| 2                | (a), (c) to (f) & (g) | Bombay, Baroda and Central India . . .              | 1,100                       | 24,153    | 200       | 1,358     | 37        | 680       | 96          | 1,160     | 453           | 2,471     | 1,093     | 38,240    | 2,362     | 38,123    | 6,020     |           |
| 3                | ...                   | Eastern Bengal State . . .                          | ...                         | ...       | 179       | 1,501     | 85        | 1,167     | ...         | ...       | ...           | ...       | 6,010     | 31,009    | 281       | 1,907     | 5,555     |           |
| 4                | ...                   | East Indian . . .                                   | 100                         | 3,731     | 1,129     | 10,063    | 1,887     | 30,354    | 5,244       | 42,174    | 4,128         | 10,145    | 6,990     | 1,40,186  | 4,371     | 52,703    | 24,230    |           |
| 5                | ...                   | Great Indian Peninsula . . .                        | 1,840                       | 48,338    | 1,165     | 27,350    | 350       | 7,284     | 27,945      | 1,00,008  | 14,631        | 63,580    | 9,100     | 1,30,057  | 3,503     | 47,419    | 68,361    |           |
| 6                | (a) to (d)            | Madras . . .  | 535                         | 6,143     | 174       | 1,199     | 928       | 12,083    | 2,810       | 16,701    | 24,033        | 1,01,616  | 10,528    | 73,050    | 1,097     | 11,643    | 41,025    |           |
| 7                | (a) & (b)             | Nizam's Guaranteed State, North Western State . . . | 902                         | 20,880    | 73        | 623       | 1,494     | 41,705    | 442         | 4,213     | 1,485         | 5,169     | 4,002     | 60,037    | 8,037     | 64,684    | 16,885    |           |
| 10               | ...                   | Oudh and Rohilkhand State . . .                     | 61                          | 721       | 461       | 2,098     | 80        | 714       | 101         | 1,345     | 420           | 1,370     | 1,653     | 17,106    | 265       | 2,690     | 3,137     |           |
| 3' 3 1/2" gauge. |                       |   |                             |           |           |           |           |           |             |           |               |           |           |           |           |           |           |           |
| 11               | ...                   | Assam-Bengal . . .                                  | ...                         | ...       | 27        | 126       | ...       | ...       | 2           | 30        | 1             | 5         | 72        | 980       | 8         | 170       | 110       |           |
| 12               | ...                   | Bengal and North-Western . . .                      | 33                          | 449       | 1,146     | 11,602    | 1,201     | 10,800    | 165         | 1,405     | 880           | 2,567     | 3,072     | 37,067    | 737       | 7,672     | 8,140     |           |
| 13               | ...                   | Bengal-Doon . . .                                   | ...                         | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...           | ...       | 20        | 104       | 45        | 222       | 74        |           |
| 14               | ...                   | Bharnagar Gondal-Jungad-Purbandar . . .             | 111                         | 780       | 9         | 56        | 4         | 34        | 84          | 457       | 1             | 4         | 221       | 1,103     | 363       | 1,687     | 703       |           |
| 15               | ...                   | Burma . . .   | ...                         | ...       | 2,915     | 28,637    | ...       | 7         | 8           | 128       | 278           | 2,071     | 881       | 6,773     | 79        | 801       | 4,101     |           |
| 16               | ...                   | Dooghur . . .                                       | ...                         | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...           | ...       | ...       | ...       | ...       | ...       | ...       |           |
| 17               | ...                   | Dibru-Sadiya . . .                                  | ...                         | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...           | ...       | ...       | ...       | ...       | ...       | ...       |           |
| 18               | (e)                   | Hyderabad-Godavari Valley, Jodhpur-Bikaner . . .    | 25                          | 437       | 48        | 690       | 60        | 909       | 43          | 172       | 222           | 603       | 275       | 3,303     | 93        | 1,113     | 766       |           |
| 19               | ...                   | Madras . . .  | ...                         | 3         | ...       | 2         | 9         | 43        | 20          | 25        | 104           | 480       | 77        | 214       | 53        | 407       | 323       |           |
| 20               | (e) to (h)            | Morvi . . .   | 3                           | 13        | ...       | 1         | 2         | 6         | 1           | 1         | ...           | ...       | 11        | 43        | 23        | 86        | 160       |           |
| 21               | (b) & (g)             | Rajputana-Malwa . . .                               | 1,301                       | 33,898    | 205       | 1,815     | 208       | 4,540     | 350         | 3,510     | 1,855         | 10,518    | 2,381     | 30,181    | 2,062     | 31,464    | 8,434     |           |
| 22               | (a) & (b)             | Rohilkhand and Kumaon, South Indian . . .           | 12                          | 85        | 433       | 2,002     | 21        | 101       | 31          | 161       | 888           | 2,690     | 749       | 8,777     | 70        | 740       | 2,213     |           |
| 23               | ...                   | Southern Mahratta . . .                             | 349                         | 4,076     | 257       | 2,002     | 228       | 2,523     | 8,906       | 38,569    | 31,727        | 68,066    | 6,056     | 49,444    | 623       | 5,338     | 38,836    |           |
| 24               | ...                   | Udaipur-Chitor . . .                                | 20                          | 110       | 1         | 5         | 4         | 34        | 2           | 12        | 2             | 12        | 68        | 406       | 26        | 186       | 113       |           |
| 2' 6" gauge.     |                       |   |                             |           |           |           |           |           |             |           |               |           |           |           |           |           |           |           |
| 25               | ...                   | Barnet-Poorhat Light . . .                          | ...                         | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...           | ...       | ...       | ...       | ...       | ...       | ...       |           |
| 26               | ...                   | Barn Light . . .                                    | 14                          | 43        | 30        | 74        | ...       | ...       | 15          | 36        | 1             | 4         | 404       | 1,113     | 53        | 166       | 517       |           |
| 27               | ...                   | Bukhtarpore-Bohar Light, Cutch . . .                | ...                         | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...           | ...       | ...       | ...       | ...       | ...       | ...       |           |
| 28               | ...                   | Kalka-Simla . . .                                   | ...                         | 1         | 1         | 9         | ...       | ...       | ...         | ...       | 90            | 593       | 4         | 81        | 36        | 833       | 140       |           |
| 29               | (e)                   | Mourbhanj . . .                                     | ...                         | ...       | ...       | ...       | ...       | ...       | 35          | 87        | 21            | 54        | 7         | 18        | 3         | 0         | 69        |           |
| 30               | (d)                   | Parlakimedi Light . . .                             | ...                         | ...       | ...       | ...       | ...       | ...       | 170         | 208       | 142           | 16        | 106       | 97        | ...       | 1         | 418       |           |
| 31               | (e)                   | Puwayan Light . . .                                 | ...                         | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...           | ...       | ...       | ...       | ...       | ...       | ...       |           |
| 32               | ...                   | Tarakshwar-Magra Light . . .                        | ...                         | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...           | ...       | ...       | ...       | ...       | ...       | ...       |           |
| 33               | ...                   | Tespor-Balpara Light . . .                          | ...                         | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...           | ...       | ...       | ...       | ...       | ...       | ...       |           |
| 2' 0" gauge.     |                       |   |                             |           |           |           |           |           |             |           |               |           |           |           |           |           |           |           |
| 34               | ...                   | Darjeeling-Himalayan . . .                          | ...                         | ...       | 2         | 50        | ...       | 2         | ...         | ...       | ...           | ...       | 3         | 48        | 36        | 776       | 41        |           |
| 35               | ...                   | Howrah-Amta Light . . .                             | ...                         | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...           | ...       | ...       | ...       | ...       | ...       | ...       |           |
| 36               | ...                   | Howrah-Sheakhala Light, Jorhat . . .                | ...                         | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...           | ...       | ...       | ...       | ...       | ...       | ...       |           |
| TOTAL 1908       |                       |   | 7,621                       | 1,54,668  | 9,016     | 1,00,551  | 7,050     | 1,17,734  | 50,696      | 6,06,747  | 83,058        | 4,05,373  | 66,189    | 7,10,507  | 30,187    | 3,32,040  | 2,89,784  |           |
| TOTAL 1906       |                       |   | 7,130                       | 1,60,301  | 8,933     | 95,178    | 6,400     | 1,00,808  | 79,378      | 6,78,376  | 68,821        | 3,35,740  | 63,191    | 6,81,013  | 30,970    | 3,80,694  | 6,64,643  |           |
| INCREASE         |                       |   | 491                         | ...       | 83        | 5,973     | 650       | 10,926    | 1,988       | ...       | 14,235        | 66,623    | 2,998     | 40,494    | ...       | ...       | 18,913    |           |
| DECREASE         |                       |   | ...                         | 5,833     | ...       | ...       | ...       | ...       | ...         | 66,669    | ...           | ...       | ...       | ...       | 788       | 18,554    | ...       |           |

## DIX 17—continued.

earnings therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

| VII              |           |                                 |           |           |           | VIII.                              |           |                         |             | (IX.—continued on following page.) |           |                          |           |                              |             |               |    | NUMBERS. |
|------------------|-----------|---------------------------------|-----------|-----------|-----------|------------------------------------|-----------|-------------------------|-------------|------------------------------------|-----------|--------------------------|-----------|------------------------------|-------------|---------------|----|----------|
| FODDER.          |           |                                 |           |           |           |                                    |           |                         |             | GRAIN AND PULSES.                  |           |                          |           |                              |             |               |    |          |
| (1)<br>Oil-cake. |           | (2)<br>Hay, straw and<br>grass. |           | Total.    |           | Fruits and veget-<br>ables, fresh. |           | (1)<br>Grain and pulse. |             | (2)<br>Jowar and Bajra.            |           | (3)<br>Rice in the husk. |           | (4)<br>Rice not in the husk. |             | Main<br>head. |    |          |
| Quantity.        | Earnings. | Quantity.                       | Earnings. | Quantity. | Earnings. | Quantity.                          | Earnings. | Quantity.               | Earnings.   | Quantity.                          | Earnings. | Quantity.                | Earnings. | Quantity.                    | Earnings.   |               |    |          |
| Tons.            | Rs.       | Tons.                           | Rs.       | Tons.     | Rs.       | Tons.                              | Rs.       | Tons.                   | Rs.         | Tons.                              | Rs.       | Tons.                    | Rs.       | Tons.                        | Rs.         |               |    |          |
| 5,137            | 23,520    | 6,910                           | 31,081    | 11,777    | 63,510    | 7,508                              | 69,702    | 80,313                  | 7,52,601    | 3,551                              | 17,390    | 160,315                  | 7,24,036  | 833,731                      | 22,00,601   | 1             |    |          |
| 11,606           | 81,370    | 128,628                         | 7,10,611  | 141,324   | 7,95,434  | 30,379                             | 1,61,206  | 103,507                 | 5,90,781    | 20,350                             | 1,30,191  | 7,860                    | 30,496    | 55,561                       | 3,61,790    | 2             |    |          |
| 12,460           | 20,184    | 22,840                          | 32,141    | 35,290    | 61,625    | 9,435                              | 30,809    | 49,433                  | 1,73,050    | ...                                | ...       | 273,611                  | 9,19,786  | 305,504                      | 8,01,441    | 3             |    |          |
| 38,009           | 1,01,111  | 36,000                          | 89,308    | 70,700    | 2,48,732  | 9,729                              | 1,37,247  | 250,020                 | 17,31,061   | 3,870                              | 2,67,824  | 64,834                   | 3,40,711  | 313,801                      | 13,50,608   | 4             |    |          |
| 23,843           | 1,37,070  | 71,356                          | 4,38,707  | 98,201    | 5,75,567  | 17,787                             | 1,75,187  | 301,075                 | 20,42,018   | 240,608                            | 17,68,011 | 2,100                    | 8,800     | 112,301                      | 7,61,568    | 5             |    |          |
| 12,213           | 54,100    | 3,317                           | 1,029     | 15,530    | 65,129    | 10,010                             | 1,04,197  | 90,410                  | 6,21,914    | 118,117                            | 7,51,361  | 140,577                  | 6,34,302  | 216,230                      | 9,45,765    | 6             |    |          |
| 911              | 5,201     | 2,788                           | 11,618    | 3,693     | 19,510    | 2,720                              | 10,455    | 21,796                  | 103,191     | 51,516                             | 1,01,625  | 1,017                    | 6,060     | 20,513                       | 1,30,803    | 7             |    |          |
| 11,270           | 61,351    | 8,034                           | 3,48,413  | 10,004    | 3,59,627  | 20,717                             | 2,01,500  | 466,948                 | 37,40,332   | 177,611                            | 11,01,010 | 10,000                   | 1,85,600  | 105,516                      | 13,02,889   | 8             |    |          |
| 4,973            | 14,073    | 23,703                          | 60,309    | 28,676    | 81,252    | 10,250                             | 43,001    | 81,116                  | 3,12,709    | 37,728                             | 1,47,190  | 12,000                   | 72,800    | 31,600                       | 1,30,251    | 10            |    |          |
| 2,159            | 9,103     | 1,100                           | 5,718     | 3,318     | 14,880    | 1,325                              | 6,417     | 4,757                   | 30,504      | ...                                | ...       | 18,757                   | 50,378    | 183,251                      | 6,37,916    | 11            |    |          |
| 7,677            | 33,013    | 4,210                           | 11,165    | 11,917    | 48,148    | 23,631                             | 71,331    | 10,360                  | 4,02,020    | 18,242                             | 1,00,101  | 64,016                   | 2,01,600  | 219,806                      | 8,04,613    | 12            |    |          |
| 150              | 2,117     | 417                             | 1,553     | 606       | 3,470     | 25                                 | 144       | 2,650                   | 8,110       | ...                                | ...       | 2,806                    | 4,153     | 16,283                       | 50,705      | 13            |    |          |
| 871              | 4,876     | 3,163                           | 11,192    | 4,324     | 16,718    | 4,774                              | 22,275    | 7,018                   | 19,041      | 10,658                             | 53,560    | 324                      | 1,183     | 10,474                       | 39,105      | 14            |    |          |
| 1,706            | 9,781     | 883                             | 4,316     | 2,640     | 11,100    | 31,075                             | 2,32,128  | 25,738                  | 1,81,731    | 1,411                              | 16,874    | 65,516                   | 28,19,750 | 83,816                       | 4,02,761    | 15            |    |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 16 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 17 |          |
| 2,520            | 11,173    | 106                             | 414       | 2,626     | 11,621    | 721                                | 6,201     | 12,286                  | 82,101      | 38,601                             | 2,63,850  | 71                       | 171       | 14,783                       | 70,277      | 18            |    |          |
| 183              | 581       | 10,201                          | 23,000    | 10,167    | 21,255    | 1,309                              | 7,313     | 17,778                  | 94,916      | 80,921                             | 4,71,040  | 5,467                    | 17,350    | 46,015                       | 2,09,725    | 19            |    |          |
| 680              | 1,417     | 59                              | 310       | 775       | 1,727     | 806                                | 2,031     | 3,272                   | 0,613       | 217                                | 606       | 8,851                    | 7,797     | 17,811                       | 42,315      | 20            |    |          |
| 43               | 71        | 71                              | 222       | 116       | 205       | 176                                | 431       | 1,321                   | 1,608       | 417                                | 783       | 16                       | 85        | 207                          | 608         | 21            |    |          |
| 6,333            | 21,089    | 125,123                         | 5,09,931  | 13,165    | 5,25,011  | 30,871                             | 2,67,542  | 167,947                 | 17,51,618   | 82,030                             | 6,87,110  | 2,709                    | 24,137    | 59,785                       | 3,91,452    | 22            |    |          |
| 447              | 1,354     | 6,343                           | 17,263    | 6,706     | 18,617    | 4,130                              | 20,095    | 31,808                  | 65,063      | 4,530                              | 12,711    | 8,000                    | 27,740    | 10,314                       | 31,540      | 23            |    |          |
| 42,187           | 1,33,124  | 600                             | 3,401     | 43,813    | 1,30,010  | 31,444                             | 1,73,341  | 61,611                  | 2,48,815    | 37,623                             | 2,12,622  | 123,027                  | 4,00,317  | 141,340                      | 5,06,265    | 24            |    |          |
| 9,227            | 32,040    | 17,643                          | 73,171    | 20,770    | 1,06,110  | 11,063                             | 75,423    | 59,801                  | 3,50,213    | 119,600                            | 7,68,015  | 13,813                   | 53,460    | 72,793                       | 6,01,537    | 25            |    |          |
| 16               | 51        | 654                             | 2,432     | 660       | 2,483     | 111                                | 641       | 1,681                   | 5,213       | 60                                 | 103       | 4                        | 17        | 771                          | 3,005       | 26            |    |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 27 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 28 |          |
| 90               | 213       | 7                               | 13        | 90        | 226       | 41                                 | 131       | 4,395                   | 9,760       | 6,116                              | 13,051    | 130                      | 290       | 1,763                        | 2,826       | 29            |    |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 30 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 31 |          |
| 100              | 1,110     | 421                             | 3,031     | 624       | 5,064     | 323                                | 5,039     | 1,835                   | 10,638      | 45                                 | 302       | 10                       | 155       | 503                          | 5,711       | 32            |    |          |
| 1                | 3         | 16                              | 33        | 17        | 33        | 88                                 | 97        | 73                      | 155         | 1                                  | 1         | 827                      | 1,114     | 4,814                        | 8,198       | 33            |    |          |
| 25               | 23        | 2                               | 2         | 27        | 25        | 23                                 | 20        | 409                     | 804         | ...                                | ...       | 1,031                    | 747       | 1,150                        | 988         | 34            |    |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 35 |          |
| 7,423            | 2,002     | 5                               | 5         | 1,428     | 2,007     | 1,700                              | 1,519     | 10                      | 28          | ...                                | ...       | 8,304                    | 3,476     | 108                          | 118         | 36            |    |          |
| 971              | 3,010     | ...                             | ...       | 971       | 2,010     | ...                                | ...       | 263                     | 1,260       | ...                                | ...       | 490                      | 2,343     | ...                          | ...         | 37            |    |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 38 |          |
| 53               | 553       | 10                              | 168       | 63        | 701       | 93                                 | 1,067     | 1,335                   | 13,790      | ...                                | ...       | 14                       | 137       | 12,078                       | 1,48,801    | 39            |    |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 40 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 41 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 42 |          |
| 199,764          | 8,72,291  | 654,661                         | 24,16,473 | 768,425   | 32,88,761 | 277,453                            | 18,56,885 | 1,980,490               | 1,30,42,142 | 1,142,260                          | 69,02,255 | 1,57,1861                | 65,33,634 | 2,606,462                    | 1,24,75,853 | 43            |    |          |
| 195,031          | 8,31,663  | 610,918                         | 11,55,067 | 614,944   | 21,86,720 | 276,055                            | 18,39,763 | 1,001,689               | 1,08,52,254 | 1,169,333                          | 80,63,678 | 1,300,700                | 58,00,605 | 2,049,109                    | 1,11,90,420 | 44            |    |          |
| 4,733            | 40,628    | 239,718                         | 10,01,410 | 245,481   | 11,02,044 | 790                                | 10,138    | 288,611                 | 30,82,887   | ...                                | ...       | 200,608                  | 6,68,029  | 457,351                      | 1,34,45,427 | 45            |    |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 46 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 47 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 48 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 49 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 50 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 51 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 52 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 53 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 54 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 55 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 56 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 57 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 58 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 59 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 60 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 61 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 62 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 63 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 64 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 65 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 66 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 67 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 68 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 69 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 70 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 71 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 72 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 73 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 74 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 75 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 76 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 77 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 78 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 79 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 80 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 81 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 82 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 83 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 84 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 85 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 86 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 87 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 88 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 89 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 90 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 91 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 92 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 93 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 94 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 95 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 96 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           | 97 |          |
| ...              | ...       | ...                             | ...       | ...       | ...       | ...                                | ...       | ...                     | ...         | ...                                | ...       | ...                      | ...       | ...                          | ...         | ...           |    |          |

## Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

| NUMBERS.         |                             | Railway system, vide Appendix 39.              | IX                       |             |                     |           |                |           |            |             |           |           | HIDES                     |           |
|------------------|-----------------------------|--|--------------------------|-------------|---------------------|-----------|----------------|-----------|------------|-------------|-----------|-----------|---------------------------|-----------|
| Main head.       | Sub-head.                   |  | GRAIN AND PULSE--concls. |             |                     |           |                |           |            |             |           |           | (a)<br>Dressed or tanned. |           |
|                  |                             |  | (5)<br>Wheat.            |             | (6)<br>Wheat flour. |           | (7)<br>Others. |           | TOTAL.     |             |           |           |                           |           |
|                  |                             |  | Quantity.                | Earnings.   | Quantity.           | Earnings. | Quantity.      | Earnings. | Quantity.  | Earnings.   | Quantity. | Earnings. | Quantity.                 | Earnings. |
|                  |                             |  | Tons.                    | Rs.         | Tons.               | Rs.       | Tons.          | Rs.       | Tons.      | Rs.         | Tons.     | Rs.       | Tons.                     | Rs.       |
|                  |                             |  | 5' 0" gauge.             |             |                     |           |                |           |            |             |           |           |                           |           |
| 1                | (a), (b) & (c)              | Bengal-Nagpur . . . . .                        | 59,105                   | 5,29,858    | 4,911               | 39,970    | 6,750          | 21,504    | 618,609    | 47,71,020   | ...       | ...       | ...                       | ...       |
| 2                | (a), (c) to (f) & (u) & (v) | Bombay, Baroda and Central India . . . . .     | 68,610                   | 3,21,709    | 6,616               | 55,640    | 13,804         | 71,454    | 282,542    | 15,55,067   | 11        | 89        | ...                       | ...       |
| 3                | ...                         | Eastern Bengal State . . . . .                 | 2,158                    | 7,156       | 11,341              | 87,602    | 5,794          | 19,731    | 617,770    | 20,01,049   | 25,735    | 1,40,027  | ...                       | ...       |
| 4                | ...                         | East Indian . . . . .                          | 283,902                  | 22,75,257   | 51,145              | 4,37,701  | 77,107         | 4,30,718  | 1,120,962  | 68,33,970   | 564       | 8,368     | ...                       | ...       |
| 5                | ...                         | Great Indian Peninsula . . . . .               | 175,915                  | 13,86,200   | 24,231              | 2,15,317  | 10,212         | 3,56,958  | 910,832    | 71,36,025   | 76        | 1,012     | ...                       | ...       |
| 6                | (a) to (d)                  | Madras . . . . .                               | 3,318                    | 17,639      | 5,616               | 27,906    | 61,897         | 3,88,895  | 612,924    | 32,01,482   | 1,303     | 12,904    | ...                       | ...       |
| 7                | (a) & (b)                   | Nizam's Guaranteed State . . . . .             | 2,054                    | 13,063      | 1,662               | 9,938     | 1,310          | 6,129     | 105,298    | 4,84,067    | 1         | 14        | ...                       | ...       |
| 8                | ...                         | North Western State . . . . .                  | 1,169,854                | 1,22,01,138 | 69,394              | 2,47,002  | 96,580         | 5,81,843  | 2,21,1,572 | 1,05,03,610 | 153       | 940       | ...                       | ...       |
| 10               | ...                         | Oudh and Rohilkhand State . . . . .            | 127,173                  | 7,90,858    | 13,092              | 69,097    | 96,323         | 4,79,253  | 400,191    | 19,63,206   | ...       | ...       | ...                       | ...       |
| 3' 3 1/2" gauge. |                             |  |                          |             |                     |           |                |           |            |             |           |           |                           |           |
| 11               | ...                         | Assam-Bengal . . . . .                         | 46                       | 267         | 1,739               | 13,178    | 14             | 580       | 210,814    | 7,34,823    | ...       | ...       | ...                       | ...       |
| 12               | ...                         | Bengal and North-Western . . . . .             | 12,720                   | 3,00,114    | 4,219               | 39,110    | 22,007         | 11,01,111 | 701,698    | 31,90,105   | 8         | 40        | ...                       | ...       |
| 13               | ...                         | Betga-Duara . . . . .                          | 1                        | 8           | 564                 | 3,000     | 1,012          | 3,033     | 25,811     | 70,919      | 177       | 1,202     | ...                       | ...       |
| 14               | ...                         | Bhavnagar-Gondal-Junagadh-Portbandar . . . . . | 5,602                    | 17,210      | 260                 | 1,118     | 4,159          | 21,643    | 62,063     | 1,50,283    | 5         | 17        | ...                       | ...       |
| 15               | ...                         | Burma . . . . .                                | 2,619                    | 13,110      | 7,511               | 68,976    | 6,230          | 42,815    | 712,07     | 32,71,037   | 53        | 569       | ...                       | ...       |
| 16               | ...                         | Deoghat . . . . .                              | ...                      | ...         | ...                 | ...       | ...            | ...       | ...        | ...         | ...       | ...       | ...                       | ...       |
| 17               | ...                         | Dibru-Sadiya . . . . .                         | ...                      | ...         | ...                 | ...       | 462            | 3,417     | 19,105     | 92,653      | ...       | ...       | ...                       | ...       |
| 18               | (c)                         | Hyderabad-Godavari Valley . . . . .            | 7,272                    | 60,013      | 204                 | 1,390     | 339            | 1,495     | 74,536     | 4,85,830    | ...       | ...       | ...                       | ...       |
| 19               | ...                         | Jodhpur-Bikaner . . . . .                      | 67,852                   | 3,31,700    | 154                 | 3,577     | 45,827         | 2,21,907  | 274,621    | 13,53,279   | 4         | 37        | ...                       | ...       |
| 20               | (a) to (k)                  | Madras . . . . .                               | 181                      | 780         | 751                 | 6,001     | 5,558          | 28,195    | 33,685     | 12,450      | 10        | 37        | ...                       | ...       |
| 21               | ...                         | Morvi . . . . .                                | 518                      | 255         | 57                  | 111       | 692            | 1,200     | 3,361      | 6,320       | ...       | ...       | ...                       | ...       |
| 22               | (b) & (g) to (m)            | Rajputana-Malwa . . . . .                      | 170,398                  | 15,70,767   | 7,505               | 57,140    | 177,237        | 15,80,326 | 674,001    | 69,88,283   | 130       | 603       | ...                       | ...       |
| 23               | (a) & (b)                   | Rohilkhand and Kumaon . . . . .                | 3,023                    | 69,324      | 1,578               | 4,881     | 41,327         | 1,13,705  | 132,373    | 3,44,620    | ...       | ...       | ...                       | ...       |
| 24               | ...                         | South Indian . . . . .                         | 551                      | 2,688       | 2,231               | 11,212    | 23,502         | 1,22,067  | 380,601    | 16,07,066   | 1,000     | 14,456    | ...                       | ...       |
| 25               | ...                         | Southern Mahratta . . . . .                    | 13,187                   | 79,562      | 5,065               | 43,391    | 21,367         | 1,01,614  | 300,409    | 30,21,112   | 93        | 433       | ...                       | ...       |
| 26               | ...                         | Udaipur-Chitor . . . . .                       | 3,410                    | 14,479      | 24                  | 453       | 2,302          | 8,193     | 8,215      | 31,563      | ...       | ...       | ...                       | ...       |
| 2' 6" gauge.     |                             |  |                          |             |                     |           |                |           |            |             |           |           |                           |           |
| 27               | ...                         | Barnet-Bashhat Light . . . . .                 | ...                      | ...         | ...                 | ...       | ...            | ...       | ...        | ...         | ...       | ...       | ...                       | ...       |
| 28               | ...                         | Barsi Light . . . . .                          | 1,173                    | 2,515       | 14                  | 46        | 28             | 71        | 13,385     | 20,531      | ...       | ...       | ...                       | ...       |
| 29               | ...                         | Bukhtarpore-Bihar Light . . . . .              | ...                      | ...         | ...                 | ...       | ...            | ...       | ...        | ...         | ...       | ...       | ...                       | ...       |
| 30               | ...                         | Cuteh . . . . .                                | 316                      | 1,008       | 16                  | 45        | 314            | 1,090     | 4,268      | 13,814      | ...       | ...       | ...                       | ...       |
| 31               | ...                         | Kalka-Simla . . . . .                          | 1,020                    | 7,701       | 1,709               | 10,109    | 1,186          | 7,851     | 6,351      | 61,000      | ...       | ...       | ...                       | ...       |
| 32               | (c)                         | Mourbhauj . . . . .                            | 1                        | 3           | 35                  | 59        | 1              | 4         | 5,762      | 9,594       | ...       | ...       | ...                       | ...       |
| 33               | (d)                         | Parlakmed Light . . . . .                      | 19                       | 15          | 10                  | 0         | 345            | 219       | 5,073      | 2,370       | ...       | ...       | ...                       | ...       |
| 34               | (e)                         | Powayan Light . . . . .                        | 1,648                    | 2,946       | ...                 | ...       | 3,130          | 3,091     | 8,308      | 6,581       | ...       | ...       | ...                       | ...       |
| 35               | ...                         | Tarakeswar-Magra Light . . . . .               | ...                      | ...         | 126                 | 130       | ...            | ...       | 3,555      | 3,761       | ...       | ...       | ...                       | ...       |
| 36               | ...                         | Tespare-Balipara Light . . . . .               | ...                      | ...         | ...                 | ...       | ...            | ...       | 749        | 3,803       | ...       | ...       | ...                       | ...       |
| 2' 0" gauge.     |                             |  |                          |             |                     |           |                |           |            |             |           |           |                           |           |
| 37               | ...                         | Darjeeling-Himalayan . . . . .                 | 2                        | 31          | 1,437               | 23,900    | 341            | 5,065     | 15,807     | 1,86,314    | ...       | ...       | ...                       | ...       |
| 38               | ...                         | Howrah-Amia Light . . . . .                    | ...                      | ...         | ...                 | ...       | ...            | ...       | ...        | ...         | ...       | ...       | ...                       | ...       |
| 39               | ...                         | Howrah-Sheakhala Light . . . . .               | ...                      | ...         | ...                 | ...       | ...            | ...       | ...        | ...         | ...       | ...       | ...                       | ...       |
| 40               | ...                         | Jorhat . . . . .                               | ...                      | ...         | ...                 | ...       | ...            | ...       | ...        | ...         | ...       | ...       | ...                       | ...       |
| TOTAL 1908       |                             |  | 3,359,163                | 2,00,01,505 | 225,730             | 18,16,751 | 975,707        | 58,31,755 | 10,080,102 | 6,78,92,858 | 29,363    | 1,81,654  | ...                       | ...       |
| TOTAL 1905       |                             |  | 2,573,394                | 2,46,35,821 | 181,901             | 11,55,504 | 953,275        | 51,36,190 | 9,979,818  | 5,71,50,532 | 30,069    | 1,62,609  | ...                       | ...       |
| INCREASE         |                             |  | ...                      | ...         | 43,829              | 3,59,897  | 22,432         | 3,95,565  | 890,284    | 1,42,083    | ...       | 19,285    | ...                       | ...       |
| DECREASE         |                             |  | 314,231                  | 40,34,319   | ...                 | ...       | ...            | ...       | ...        | ...         | 706       | ...       | ...                       | ...       |

## DIX 17—continued.

earnings therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

| X                 |                           |  |                           |             |                           |             |                           | XI.       |           | XII.   |           | XIII.       |           |                              |           |           |           |           |           | Main head. |
|-------------------|---------------------------|--|---------------------------|-------------|---------------------------|-------------|---------------------------|-----------|-----------|--|-----------|-------------|-----------|------------------------------|-----------|-----------|-----------|-----------|-----------|------------|
| HIDES AND SKINS.  |                           |  |                           |             |                           |             |                           | Horns.    |           | Hemp (Indian) and other fibres excluding jute. |           | JUTE.       |           |                              |           |           |           |           |           |            |
| (1)<br>OF CATTLE. |                           | (2)<br>SKINS OF SHEEP AND OTHER ANIMALS. |                           |             |                           | TOTAL.      |                           |           |           |  |           | (1)<br>Raw. |           | (2)<br>Gunny bags and cloth. |           | TOTAL.    |           |           |           |            |
| (a)<br>Raw.       | (b)<br>Dressed or tanned. | (a)<br>Raw.                              | (b)<br>Dressed or tanned. | (c)<br>Raw. | (d)<br>Dressed or tanned. | (e)<br>Raw. | (f)<br>Dressed or tanned. |           |           |  |           | Quantity.   | Earnings. | Quantity.                    | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |            |
| Quantity.         | Earnings.                 | Quantity.                                | Earnings.                 | Quantity.   | Earnings.                 | Quantity.   | Earnings.                 | Quantity. | Earnings. | Quantity.                                      | Earnings. | Quantity.   | Earnings. | Quantity.                    | Earnings. |           |           |           |           |            |
| Tons.             | Rs.                       | Tons.                                    | Rs.                       | Tons.       | Rs.                       | Tons.       | Rs.                       | Tons.     | Rs.       | Tons.  | Rs.       | Tons.       | Rs.       | Tons.                        | Rs.       |           |           |           |           |            |
| 11,401            | 1,25,541                  | ...                                      | ...                       | ...         | ...                       | 11,401      | 1,25,541                  | 406       | 3,292     | 8,305  | 54,175    | 16,137      | 67,941    | 22,820                       | 2,17,243  | 30,203    | 2,75,066  | 1         |           |            |
| 1,050             | 16,360                    | 3  | 61                        | 2,840       | 36,350                    | 4,533       | 52,306                    | 173       | 2,207     | 2,103  | 20,998    | 375         | 6,810     | 11,818                       | 76,010    | 12,103    | 82,726    | 2         |           |            |
| ...               | ...                       | 2,401                                    | 13,718                    | ...         | ...                       | 28,101      | 1,53,345                  | 302       | 780       | 12,633   | 37,200    | 823,188     | 60,37,603 | 23,835                       | 70,933    | 853,023   | 61,08,466 | 3         |           |            |
| 40,174            | 6,02,027                  | 426                                      | 6,427                     | 13,750      | 1,01,651                  | 54,923      | 9,01,471                  | 163       | 6,645     | 20,016   | 2,24,376  | 157,917     | 8,06,471  | 13,517                       | 7,00,010  | 211,464   | 15,60,494 | 4         |           |            |
| 8,089             | 1,21,441                  | 53                                       | 2,089                     | 17,030      | 2,32,936                  | 20,745      | 3,58,117                  | 1,535     | 20,420    | 11,210   | 1,36,290  | 1,21        | 13,790    | 20,006                       | 2,67,248  | 31,176    | 3,11,044  | 5         |           |            |
| 6,305             | 51,374                    | 3,507                                    | 41,936                    | 34,362      | 3,06,030                  | 46,407      | 4,11,618                  | 966       | 6,120     | 7,118  | 10,303    | 149         | 1,030     | 16,161                       | 1,33,670  | 16,309    | 1,34,718  | 6         |           |            |
| 911               | 9,543                     | ...                                      | 3                         | 2,713       | 24,306                    | 3,860       | 33,866                    | 223       | 1,796     | 703  | 6,416     | 11          | 139       | 2,910                        | 21,849    | 2,330     | 21,981    | 7         |           |            |
| 16,686            | 1,42,513                  | 178                                      | 2,137                     | 17,365      | 1,00,070                  | 34,372      | 4,70,005                  | 287       | 2,309     | 697  | 6,140     | 73          | 904       | 54,302                       | 4,43,133  | 53,403    | 4,44,497  | 8         |           |            |
| 6,153             | 44,864                    | ...                                      | ...                       | 4,180       | 18,658                    | 10,333      | 63,562                    | 643       | 2,400     | 16,037   | 30,422    | 173         | 1,997     | 9,702                        | 46,436    | 9,871     | 49,533    | 9         |           |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 10        |            |
| 848               | 11,201                    | ...                                      | ...                       | 29          | 325                       | 877         | 11,016                    | 7         | 128       | 323  | 1,461     | 95,439      | 2,21,088  | 784                          | 4,654     | 96,223    | 2,25,742  | 11        |           |            |
| 9,930             | 67,301                    | 17                                       | 165                       | 3,340       | 20,732                    | 13,318      | 81,328                    | 125       | 764       | 9,977  | 42,150    | 7,635       | 30,148    | 16,790                       | 60,704    | 24,134    | 1,35,062  | 12        |           |            |
| ...               | ...                       | 6  | 26                        | ...         | ...                       | 183         | 1,227                     | ...       | ...       | ...  | ...       | ...         | ...       | 126                          | 185       | 10,097    | 49,355    | 13        |           |            |
| 208               | 1,235                     | 17                                       | 100                       | 654         | 3,700                     | 851         | 5,151                     | 5         | 20        | 1  | 5         | ...         | ...       | 1,608                        | 6,096     | 1,098     | 6,096     | 14        |           |            |
| 3,161             | 31,118                    | 2  | 23                        | 61          | 470                       | 3,267       | 35,175                    | 43        | 622       | 7  | 70        | 15          | 242       | 16,193                       | 63,559    | 15,308    | 64,100    | 15        |           |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 16        |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 17        |            |
| 381               | 6,316                     | ...                                      | ...                       | 850         | 9,181                     | 1,231       | 14,407                    | 42        | 526       | 141  | 1,474     | 3           | 24        | 2,437                        | 21,051    | 2,840     | 24,078    | 18        |           |            |
| 470               | 4,410                     | ...                                      | 16                        | 1,009       | 9,108                     | 1,673       | 13,690                    | 1         | 0         | 67   | 207       | 10          | 51        | 1,926                        | 17,232    | 4,030     | 17,383    | 19        |           |            |
| 70                | 107                       | 51                                       | 105                       | 1,068       | 2,265                     | 1,205       | 2,624                     | 12        | 31        | 545  | 1,883     | 1           | 1         | 704                          | 1,981     | 705       | 1,968     | 20        |           |            |
| 39                | 126                       | 4  | 9                         | 60          | 205                       | 103         | 343                       | 3         | 8         | 14   | 54        | ...         | ...       | 168                          | 430       | 168       | 430       | 21        |           |            |
| 3,737             | 43,824                    | 10                                       | 142                       | 6,563       | 64,100                    | 10,410      | 1,12,689                  | 111       | 1,111     | 2,829  | 16,321    | 568         | 6,490     | 16,581                       | 1,12,100  | 17,989    | 1,17,599  | 22        |           |            |
| 893               | 4,412                     | ...                                      | ...                       | 489         | 1,909                     | 1,362       | 6,410                     | 65        | 445       | 2,014  | 8,166     | 7           | 27        | 2,032                        | 9,644     | 2,030     | 9,671     | 23        |           |            |
| 4,104             | 35,230                    | 1,305                                    | 21,416                    | 8,715       | 50,078                    | 15,004      | 1,27,180                  | 227       | 1,981     | 3,716  | 29,093    | 135         | 11,510    | 63,628                       | 11,978    | 64,711    | 24        |           |           |            |
| 1,936             | 16,627                    | 230                                      | 1,184                     | 11,411      | 80,321                    | 13,730      | 98,568                    | 407       | 4,364     | 1,563  | 11,265    | 4           | 35        | 8,011                        | 35,894    | 8,015     | 55,910    | 25        |           |            |
| 112               | 688                       | ...                                      | 1                         | 156         | 760                       | 208         | 1,455                     | ...       | 2         | 3  | 15        | 1           | 4         | 204                          | 935       | 205       | 939       | 26        |           |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 27        |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 28        |            |
| 77                | 211                       | ...                                      | ...                       | 86          | 236                       | 163         | 447                       | 5         | 15        | 21   | 57        | ...         | 2         | 1,123                        | 3,009     | 1,423     | 3,611     | 29        |           |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 30        |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 31        |            |
| 89                | 420                       | ...                                      | 1                         | 23          | 209                       | 62          | 681                       | ...       | 0         | 14   | 235       | 1           | 24        | 126                          | 1,305     | 126       | 1,410     | 32        |           |            |
| 3                 | 8                         | ...                                      | ...                       | ...         | ...                       | 3           | 8                         | ...       | ...       | ...  | ...       | 1           | 3         | 137                          | 231       | 138       | 234       | 33        |           |            |
| 305               | 266                       | ...                                      | ...                       | ...         | ...                       | 305         | 266                       | 1         | 1         | ...  | ...       | 5           | 4         | 40                           | 53        | 54        | 57        | 34        |           |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 35        |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 36        |            |
| 29                | 72                        | ...                                      | ...                       | ...         | ...                       | 29          | 72                        | ...       | ...       | ...  | ...       | ...         | 1,508     | 1,940                        | ...       | ...       | 1,508     | 1,940     | 37        |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 38        |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 39        |            |
| 259               | 3,811                     | ...                                      | ...                       | 6           | 83                        | 205         | 3,394                     | 7         | 136       | ...  | 7         | 1           | 43        | 142                          | 1,853     | 143       | 1,996     | 40        |           |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 41        |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 42        |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 43        |            |
| ...               | ...                       | ...                                      | ...                       | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | ...                          | ...       | ...       | ...       | ...       | 44        |            |
| 119,131           | 14,06,012                 | 8,338                                    | 88,646                    | 127,403     | 12,57,915                 | 264,315     | 20,07,127                 | 6,640     | 61,292    | 101,142  | 6,94,186  | 1,121,575   | 72,42,064 | 311,180                      | 25,35,805 | 1,432,755 | 97,77,589 | 45        |           |            |
| 91,687            | 10,38,123                 | 10,038                                   | 1,15,055                  | 111,056     | 11,18,480                 | 248,875     | 24,27,612                 | 5,621     | 55,826    | 92,910   | 6,08,063  | 1,027,320   | 64,66,430 | 316,315                      | 26,93,974 | 1,343,635 | 91,42,404 | 46        |           |            |
| 27,004            | 4,35,791                  | ...                                      | ...                       | 15,687      | 1,41,480                  | 40,440      | 5,09,515                  | 1,082     | 5,466     | 8,338  | 90,003    | 94,255      | 7,63,654  | ...                          | ...       | 80,120    | 6,35,485  | 47        |           |            |
| ...               | ...                       | 2,305                                    | 27,010                    | ...         | ...                       | ...         | ...                       | ...       | ...       | ...  | ...       | ...         | ...       | 5,135                        | 1,46,169  | ...       | ...       | ...       | 48        |            |

## Principal commodities carried by railways and the earnings

[The total quantity of each commodity represents the total weight conveyed over all railways in India]

| NUMBER.    |                              | Railway system, <i>vide</i> Appendix 38.   | XIV.      |           | XV.        |           |                                     |           |           |           |               |           |  |           |
|------------|------------------------------|--|-----------|-----------|------------|-----------|-------------------------------------|-----------|-----------|-----------|---------------|-----------|--|-----------|
| Main head. | Sub-head.                    |  | Lac.      |           | LEATHER.   |           |                                     |           |           |           |               |           |  |           |
|            |                              |  |           |           | (1)        |           | (2)                                 |           | Total.    |           | (1)           |           | (2)  |           |
|            |                              |  |           |           | Unwrought. |           | Wrought, excepting boots and shoes. |           |           |           | Ale and beer. |           | Wines and spirits of all kinds including country spirit. |           |
|            |                              |  | Quantity. | Earnings. | Quantity.  | Earnings. | Quantity.                           | Earnings. | Quantity. | Earnings. | Quantity.     | Earnings. | Quantity.  | Earnings. |
|            |                              | 5' 6" gauge.                               | Tons.     | Rs.       | Tons.      | Rs.       | Tons.                               | Rs.       | Tons.     | Rs.       | Tons.         | Rs.       | Tons.  | Rs.       |
| 1          | (a), (b) & (c)               | Bengal-Nagpur . . . . .                    | 7,713     | 72,108    | 1,230      | 8,701     | ...                                 | ...       | 1,230     | 8,701     | 708           | 2,454     | 1,677  | 10,666    |
| 2          | (a), (c) to (f) & (a) & (c). | Bombay, Baroda and Central India . . . . . | 200       | 1,770     | 1,160      | 14,321    | 186                                 | 13,039    | 2,054     | 28,200    | 1,537         | 14,242    | 4,360  | 33,578    |
| 3          | ...                          | Eastern Bengal State . . . . .             | 1,278     | 9,808     | 69         | 172       | 44                                  | 116       | 102       | 317       | 341           | 3,074     | 945  | 14,178    |
| 4          | ...                          | East Indian . . . . .                      | 21,013    | 3,82,053  | 1,410      | 48,424    | 632                                 | 21,560    | 2,342     | 70,033    | 7,141         | 59,510    | 2,610  | 81,122    |
| 5          | ...                          | Great Indian Peninsula . . . . .           | 720       | 9,004     | 977        | 13,817    | 1,263                               | 31,355    | 2,274     | 45,172    | 9,088         | 1,18,344  | 9,522  | 1,18,210  |
| 6          | (a) to (d)                   | Madras . . . . .                           | 105       | 1,153     | 4,217      | 54,004    | 4,310                               | 48,441    | 8,550     | 1,04,443  | 4,223         | 11,100    | 6,363  | 46,107    |
| 7          | (a) & (b)                    | Nizam's Guaranteed State . . . . .         | 9         | 54        | 1,235      | 17,559    | 118                                 | 1,130     | 1,353     | 18,694    | 1,762         | 10,070    | 690  | 7,590     |
| 8          | ...                          | North Western State . . . . .              | 1,455     | 23,938    | 2,715      | 34,644    | 1,608                               | 10,432    | 4,408     | 76,076    | 7,649         | 97,243    | 6,418  | 1,24,216  |
| 9          | ...                          | Ondh and Rohilkhand State . . . . .        | 979       | 6,500     | ...        | ...       | 162                                 | 1,710     | 182       | 1,740     | 6,122         | 19,693    | 2,955  | 24,653    |
|            |                              | 3' 3 1/2" gauge.                           |           |           |            |           |                                     |           |           |           |               |           |  |           |
| 11         | ...                          | Assam-Bongal . . . . .                     | 742       | 7,117     | ...        | ...       | 2                                   | 34        | 3         | 38        | 151           | 1,310     | 493  | 2,004     |
| 12         | ...                          | Bengal and North-Western . . . . .         | 2,176     | 16,208    | 138        | 461       | 96                                  | 1,113     | 236       | 1,574     | 68            | 447       | 301  | 3,317     |
| 13         | ...                          | Bengal-Dehra . . . . .                     | 1         | 30        | ...        | ...       | ...                                 | ...       | ...       | ...       | ...           | 20        | 27   | 258       |
| 14         | ...                          | Bhavnagar-Gondal-Durgam-Parbhar . . . . .  | 23        | 60        | 212        | 1,674     | 40                                  | 544       | 302       | 1,018     | 25            | 115       | 151  | 1,102     |
| 15         | ...                          | Burma . . . . .                            | 1,300     | 21,656    | 38         | 542       | 50                                  | 1,022     | 94        | 1,564     | 2,000         | 31,321    | 817  | 13,112    |
| 16         | ...                          | Deoghar . . . . .                          | ...       | ...       | ...        | ...       | ...                                 | ...       | ...       | ...       | ...           | ...       | ...  | ...       |
| 17         | ...                          | Dahanu-Sa Rya . . . . .                    | ...       | ...       | ...        | ...       | ...                                 | ...       | ...       | ...       | 69            | 1,048     | ...  | ...       |
| 18         | (e)                          | Hyderabad-Godavari Valley . . . . .        | 17        | 103       | 19         | 180       | 71                                  | 1,318     | 90        | 1,528     | 20            | 116       | 30   | 413       |
| 19         | ...                          | Jodhpur-Bikaner . . . . .                  | 368       | 1,900     | 160        | 1,417     | 115                                 | 1,787     | 394       | 3,204     | 113           | 934       | 67   | 856       |
| 20         | (e) to (h)                   | Madras . . . . .                           | ...       | 0         | 28         | 103       | 10                                  | 40        | 38        | 163       | 1,334         | 3,417     | 337  | 2,078     |
| 21         | ...                          | Morva . . . . .                            | 4         | 16        | ...        | ...       | 10                                  | 40        | 10        | 40        | 3             | 6         | 3  | 8         |
| 22         | (b) & (g) to (m).            | Rajputana-Malwa . . . . .                  | 631       | 5,623     | 728        | 7,942     | 706                                 | 7,102     | 1,124     | 15,944    | 2,306         | 17,046    | 1,503  | 22,743    |
| 23         | (a) & (h)                    | Rohilkhand and Kumaon . . . . .            | 222       | 912       | 6          | 38        | 24                                  | 298       | 39        | 216       | 1,130         | 6,336     | 157  | 2,308     |
| 24         | ...                          | South Indian . . . . .                     | 105       | 1,113     | 13         | 109       | 24                                  | 313       | 37        | 412       | 463           | 2,703     | 4,009  | 28,236    |
| 25         | ...                          | Southern Mahatla . . . . .                 | 64        | 830       | 1,053      | 10,311    | 86                                  | 850       | 1,139     | 11,147    | 1,071         | 14,310    | 2,777  | 20,306    |
| 26         | ...                          | Udaipur-Chitor . . . . .                   | 2         | 14        | 11         | 65        | 6                                   | 42        | 10        | 97        | ...           | 1         | 6  | 67        |
|            |                              | 2' 6" gauge.                               |           |           |            |           |                                     |           |           |           |               |           |  |           |
| 24         | ...                          | Darjeeling-Basirhat Light . . . . .        | ...       | ...       | ...        | ...       | ...                                 | ...       | ...       | ...       | ...           | ...       | ...  | ...       |
| 25         | ...                          | Darsi Light . . . . .                      | ...       | 2         | ...        | 2         | 10                                  | 45        | 10        | 49        | ...           | ...       | 10   | 38        |
| 26         | ...                          | Dumkhatjore-Bihar Light . . . . .          | ...       | ...       | ...        | ...       | ...                                 | ...       | ...       | ...       | ...           | ...       | ...  | ...       |
| 27         | ...                          | Cutch . . . . .                            | ...       | ...       | 4          | 11        | ...                                 | ...       | 4         | 11        | ...           | ...       | ...  | ...       |
| 28         | ...                          | Kalka-Simla . . . . .                      | ...       | 1         | 3          | 63        | 21                                  | 887       | 24        | 630       | 1,653         | 11,057    | 149  | 3,424     |
| 29         | (e)                          | Monrovia . . . . .                         | 1         | 3         | ...        | 1         | ...                                 | ...       | ...       | 1         | ...           | 1         | 8  | 37        |
| 30         | (d)                          | Parlakinedi Light . . . . .                | ...       | ...       | 2          | 2         | ...                                 | ...       | 2         | 2         | 1             | 1         | 68   | 63        |
| 31         | (e)                          | Powayan Light . . . . .                    | ...       | ...       | ...        | ...       | ...                                 | ...       | ...       | ...       | ...           | ...       | ...  | ...       |
| 32         | ...                          | Tarakeshwar-Magan Light . . . . .          | 10        | 18        | ...        | ...       | ...                                 | ...       | ...       | ...       | ...           | ...       | ...  | ...       |
| 33         | ...                          | Tesopore-Ballpara Light . . . . .          | ...       | ...       | ...        | ...       | ...                                 | ...       | ...       | ...       | ...           | ...       | 20   | 120       |
|            |                              | 2' 0" gauge.                               |           |           |            |           |                                     |           |           |           |               |           |  |           |
| 35         | ...                          | Darjeeling-Himalayan . . . . .             | 6         | 97        | ...        | ...       | 6                                   | 194       | 6         | 194       | 511           | 5,169     | 201  | 6,022     |
| 36         | ...                          | Howrah-Anta Light . . . . .                | ...       | ...       | ...        | ...       | ...                                 | ...       | ...       | ...       | ...           | ...       | ...  | ...       |
| 37         | ...                          | Howrah-Shoakbala Light . . . . .           | ...       | ...       | ...        | ...       | ...                                 | ...       | ...       | ...       | ...           | ...       | ...  | ...       |
| 38         | ...                          | Jorhat . . . . .                           | ...       | ...       | ...        | ...       | ...                                 | ...       | ...       | ...       | ...           | ...       | ...  | ...       |
| TOTAL 1908 |                              |  | 42,404    | 5,63,477  | 16,633     | 2,10,543  | 10,460                              | 1,73,070  | 25,093    | 3,90,210  | 40,651        | 4,77,817  | 45,706   | 5,69,789  |
| TOTAL 1905 |                              |  | 41,140    | 5,52,436  | 11,936     | 1,70,520  | 9,234                               | 1,01,545  | 21,170    | 3,62,066  | 51,171        | 5,24,723  | 41,811   | 5,67,336  |
| INCREASE   |                              |  | ...       | 11,041    | 3,697      | 40,023    | 1,226                               | ...       | 4,823     | 38,154    | ...           | ...       | 4,895  | ...       |
| DECREASE   |                              |  | 1,736     | ...       | ...        | ...       | ...                                 | 17,969    | ...       | ...       | 1,620         | 47,306    | ...  | 17,446    |

## DIX 17—continued.

therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

| XVI.  |         |           |           | XVII—(cont'd on following page). |          |                             |          |                           |        |                              |         |                            |          |                        |          |                   |           |                 |     | NUMBER.    |           |     |           |  |
|---|---------|-----------|-----------|----------------------------------|----------|-----------------------------|----------|---------------------------|--------|------------------------------|---------|----------------------------|----------|------------------------|----------|-------------------|-----------|-----------------|-----|------------|-----------|-----|-----------|--|
| LIQUORS.  |         |           |           | METALS.                          |          |                             |          |                           |        |                              |         |                            |          |                        |          |                   |           |                 |     | Main head. |           |     |           |  |
| (3)<br>All other sorts,<br>including toddy<br>liquor other<br>than ale and<br>beer. |         |           |           | Total.                           |          | (1)<br>Brass,<br>unwrought. |          | (2)<br>Brass,<br>wrought. |        | (3)<br>Copper,<br>unwrought. |         | (4)<br>Copper,<br>wrought. |          | (5)<br>IRON AND STEEL. |          |                   |           |                 |     |            |           |     |           |  |
|   |         |           |           |                                  |          |                             |          |                           |        |                              |         |                            |          | (a)<br>Cast.           |          | (b)<br>Unwrought. |           | (c)<br>Wrought. |     |            |           |     |           |  |
| Quantity.   |         | Earnings. |           | Quantity.                        |          | Earnings.                   |          | Quantity.                 |        | Earnings.                    |         | Quantity.                  |          | Earnings.              |          | Quantity.         |           | Earnings.       |     |            | Quantity. |     | Earnings. |  |
| Tons.   | Rs.     | Tons.     | Rs.       | Tons.                            | Rs.      | Tons.                       | Rs.      | Tons.                     | Rs.    | Tons.                        | Rs.     | Tons.                      | Rs.      | Tons.                  | Rs.      | Tons.             | Rs.       | Tons.           | Rs. |            | Tons.     | Rs. |           |  |
| ...   | ...     | 2,385     | 19,709    | ...                              | ...      | 1,980                       | 21,890   | ...                       | ...    | 223                          | 2,847   | 875                        | 7,195    | ...                    | ...      | 40,353            | 1,55,033  | ...             | ... |            | 1         | ... |           |  |
| 1,621   | 9,405   | 7,544     | 58,263    | 1,300                            | 17,204   | 806                         | 11,497   | 351                       | 4,933  | 612                          | 8,414   | 1,342                      | 15,343   | 501                    | 6,433    | 28,456            | 2,81,899  | ...             | ... | 2          | ...       |     |           |  |
| ...   | ...     | 1,280     | 17,850    | 1,281                            | 7,315    | 3,021                       | 21,944   | 152                       | 472    | 392                          | 1,190   | 270                        | 1,108    | 710                    | 2,433    | 50,128            | 2,74,126  | ...             | ... | 3          | ...       |     |           |  |
| 5-0   | 4,144   | 10,341    | 1,13,786  | 2,250                            | 20,023   | 8,244                       | 96,240   | 102                       | 1,322  | 787                          | 13,842  | 8,783                      | 80,146   | 61,000                 | 1,34,185 | 74,200            | 8,52,024  | ...             | ... | 4          | ...       |     |           |  |
| 27  | 114     | 10,037    | 2,31,704  | 3,078                            | 1,840    | 2,713                       | 42,197   | 850                       | 17,102 | 1,204                        | 20,117  | 2,915                      | 47,574   | 4,220                  | 53,493   | 64,603            | 10,53,023 | ...             | ... | 5          | ...       |     |           |  |
| 5,250   | 30,514  | 16,413    | 1,20,751  | 247                              | 2,829    | 1,848                       | 10,103   | 72                        | 700    | 406                          | 4,101   | 308                        | 4,122    | 1,910                  | 16,246   | 16,325            | 1,32,742  | ...             | ... | 6          | ...       |     |           |  |
| 1,001   | 8,210   | 4,383     | 32,608    | 223                              | 1,917    | 240                         | 2,635    | 392                       | 2,059  | 40                           | 643     | 125                        | 1,210    | 2,683                  | 19,100   | 2,578             | 57,422    | ...             | ... | 8          | ...       |     |           |  |
| 548   | 8,039   | 13,015    | 2,20,407  | 500                              | 10,234   | 2,210                       | 31,168   | 418                       | 5,008  | 660                          | 10,754  | 2,134                      | 50,302   | 4,317                  | 37,409   | 51,018            | 8,25,529  | ...             | ... | 9          | ...       |     |           |  |
| ...   | ...     | 7,167     | 48,151    | 400                              | 573      | 3,104                       | 19,700   | 3                         | 30     | 228                          | 1,500   | 653                        | 5,423    | 17                     | 111      | 15,941            | 75,410    | ...             | ... | 10         | ...       |     |           |  |
| ...   | ...     | 641       | 4,223     | ...                              | 2        | 210                         | 1,927    | ...                       | ...    | 3                            | 31      | 16                         | 83       | 1                      | 11       | 4,185             | 27,732    | ...             | ... | 11         | ...       |     |           |  |
| ...   | ...     | 359       | 3,704     | 105                              | 1,568    | 1,822                       | 13,102   | 6                         | 65     | 85                           | 970     | 1,030                      | 8,072    | 578                    | 2,041    | 8,108             | 49,503    | ...             | ... | 12         | ...       |     |           |  |
| ...   | ...     | 27        | 278       | ...                              | 1        | 14                          | 60       | ...                       | ...    | 1                            | 2       | ...                        | ...      | ...                    | ...      | 1,367             | 12,358    | ...             | ... | 13         | ...       |     |           |  |
| ...   | ...     | 170       | 1,847     | 307                              | 913      | 272                         | 1,532    | 122                       | 612    | 15                           | 573     | 300                        | 1,280    | 215                    | 520      | 1,427             | 8,212     | ...             | ... | 14         | ...       |     |           |  |
| 23  | 530     | 3,439     | 45,563    | 46                               | 424      | 218                         | 3,190    | 38                        | 247    | 35                           | 480     | 76                         | 4,549    | 437                    | 2,021    | 7,491             | 62,120    | ...             | ... | 15         | ...       |     |           |  |
| ...   | ...     | ...       | ...       | ...                              | ...      | ...                         | ...      | ...                       | ...    | ...                          | ...     | ...                        | ...      | ...                    | ...      | ...               | ...       | ...             | ... | 16         | ...       |     |           |  |
| ...   | ...     | 69        | 1,046     | ...                              | ...      | ...                         | ...      | ...                       | ...    | ...                          | ...     | ...                        | ...      | ...                    | ...      | ...               | ...       | ...             | ... | 17         | ...       |     |           |  |
| 055   | 3,456   | 711       | 3,960     | 28                               | 223      | 180                         | 2,398    | 2                         | 23     | 19                           | 210     | 121                        | 1,136    | 647                    | 8,344    | 2,338             | 23,203    | ...             | ... | 18         | ...       |     |           |  |
| 27  | 102     | 107       | 1,990     | 10                               | 46       | 100                         | 1,418    | 1                         | 17     | 125                          | 674     | 1,085                      | 13,561   | 152                    | 702      | 2,530             | 17,773    | ...             | ... | 19         | ...       |     |           |  |
| 48  | 299     | 1,521     | 6,828     | 2                                | 13       | 37                          | 170      | 8                         | 68     | 31                           | 222     | 65                         | 614      | 18                     | 18       | 902               | 5,803     | ...             | ... | 20         | ...       |     |           |  |
| 24  | 93      | 30        | 106       | 2                                | 8        | 24                          | 90       | ...                       | 3      | 5                            | 15      | 12                         | 44       | ...                    | ...      | 150               | 604       | ...             | ... | 21         | ...       |     |           |  |
| 212   | 2,730   | 4,027     | 43,119    | 1,330                            | 26,643   | 2,605                       | 20,498   | 305                       | 8,143  | 371                          | 5,162   | 701                        | 9,003    | 1,494                  | 6,761    | 18,324            | 1,81,344  | ...             | ... | 22         | ...       |     |           |  |
| 1   | 5       | 1,327     | 8,609     | 91                               | 461      | 468                         | 2,755    | 4                         | 27     | 51                           | 250     | 68                         | 324      | 120                    | 553      | 4,041             | 20,150    | ...             | ... | 23         | ...       |     |           |  |
| 523   | 1,841   | 4,082     | 32,780    | 877                              | 6,522    | 048                         | 10,564   | 65                        | 451    | 106                          | 1,711   | 939                        | 16,221   | 2,124                  | 13,007   | 7,530             | 60,855    | ...             | ... | 24         | ...       |     |           |  |
| 4,023   | 41,010  | 12,671    | 76,550    | 150                              | 1,760    | 907                         | 9,604    | 88                        | 1,046  | 453                          | 1,381   | 752                        | 6,315    | 5,453                  | 28,866   | 6,588             | 55,706    | ...             | ... | 25         | ...       |     |           |  |
| ...   | ...     | 6         | 88        | ...                              | ...      | 9                           | 69       | 2                         | 8      | ...                          | 33      | 7                          | 20       | 16                     | 280      | 134               | 1,275     | ...             | ... | 26         | ...       |     |           |  |
| ...   | ...     | ...       | ...       | ...                              | ...      | ...                         | ...      | ...                       | ...    | ...                          | ...     | ...                        | ...      | ...                    | ...      | ...               | ...       | ...             | ... | 27         | ...       |     |           |  |
| ...   | ...     | 10        | 38        | 3                                | 10       | 49                          | 153      | 2                         | 6      | 34                           | 104     | 2                          | 7        | 3                      | 9        | 1,651             | 2,729     | ...             | ... | 28         | ...       |     |           |  |
| ...   | ...     | ...       | ...       | ...                              | ...      | ...                         | ...      | ...                       | ...    | ...                          | ...     | ...                        | ...      | ...                    | ...      | ...               | ...       | ...             | ... | 29         | ...       |     |           |  |
| ...   | ...     | ...       | ...       | ...                              | ...      | 5                           | 17       | ...                       | ...    | 4                            | 14      | ...                        | ...      | ...                    | ...      | ...               | ...       | ...             | ... | 30         | ...       |     |           |  |
| 21  | 516     | 16,906    | ...       | 3                                | 31       | 26                          | 456      | 1                         | 10     | 38                           | 162     | 227                        | 8,061    | 257                    | 3,500    | 464               | 7,510     | ...             | ... | 31         | ...       |     |           |  |
| ...   | ...     | 23        | ...       | ...                              | ...      | 13                          | 35       | ...                       | ...    | ...                          | ...     | 8                          | 16       | ...                    | ...      | 97                | 406       | ...             | ... | 32         | ...       |     |           |  |
| ...   | ...     | 69        | 84        | ...                              | ...      | 4                           | 5        | ...                       | ...    | ...                          | ...     | 11                         | 17       | ...                    | ...      | 119               | 101       | ...             | ... | 33         | ...       |     |           |  |
| ...   | ...     | ...       | ...       | ...                              | ...      | ...                         | ...      | ...                       | ...    | ...                          | ...     | 197                        | 462      | ...                    | ...      | ...               | ...       | ...             | ... | 34         | ...       |     |           |  |
| ...   | ...     | ...       | ...       | ...                              | ...      | 98                          | 88       | ...                       | ...    | ...                          | ...     | ...                        | ...      | 4                      | 8        | ...               | ...       | ...             | ... | 35         | ...       |     |           |  |
| ...   | ...     | 20        | 120       | ...                              | ...      | ...                         | ...      | 26                        | 102    | ...                          | ...     | ...                        | ...      | ...                    | ...      | ...               | ...       | ...             | ... | 36         | ...       |     |           |  |
| ...   | ...     | 742       | 11,181    | ...                              | ...      | 33                          | 745      | ...                       | ...    | 8                            | 208     | 38                         | 916      | 3                      | 57       | 54                | 11,285    | ...             | ... | 37         | ...       |     |           |  |
| ...   | ...     | ...       | ...       | ...                              | ...      | ...                         | ...      | ...                       | ...    | ...                          | ...     | ...                        | ...      | ...                    | ...      | ...               | ...       | ...             | ... | 38         | ...       |     |           |  |
| ...   | ...     | ...       | ...       | ...                              | ...      | ...                         | ...      | ...                       | ...    | ...                          | ...     | ...                        | ...      | ...                    | ...      | ...               | ...       | ...             | ... | 39         | ...       |     |           |  |
| ...   | ...     | ...       | ...       | ...                              | ...      | ...                         | ...      | ...                       | ...    | ...                          | ...     | ...                        | ...      | ...                    | ...      | ...               | ...       | ...             | ... | 40         | ...       |     |           |  |
| 10,907  | 111,091 | 116,310   | 11,50,297 | 12,650                           | 1,03,734 | 81,041                      | 1,35,747 | 2,050                     | 44,286 | 6,120                        | 79,099  | 28,310                     | 2,91,940 | 87,710                 | 1,35,881 | 110,077           | 42,70,064 | ...             | ... | 41         | ...       |     |           |  |
| 14,661  | 87,264  | 100,913   | 11,79,252 | 13,401                           | 1,00,354 | 30,808                      | 1,42,144 | 4,552                     | 70,100 | 8,008                        | 108,544 | 37,438                     | 3,40,208 | 80,440                 | 1,27,109 | 530,860           | 34,93,404 | ...             | ... | 42         | ...       |     |           |  |
| 5,306   | 44,697  | 8,363     | ...       | ...                              | ...      | 633                         | ...      | ...                       | ...    | ...                          | ...     | ...                        | ...      | ...                    | ...      | 73,217            | 7,77,585  | ...             | ... | 43         | ...       |     |           |  |
| ...   | ...     | 19,965    | 771       | 36,820                           | ...      | 0,307                       | 1,603    | 25,950                    | 1,888  | 28,646                       | 9,089   | 45,346                     | 8,627    | 91,458                 | ...      | ...               | ...       | ...             | ... | 44         | ...       |     |           |  |

[The total quantity of each commodity represents the total weight conveyed over all railways in India.]

| NUMBER.          |  | XVII.                                |           |                |           |           |             |                  |           |                |           | XVIII.          |           |                             |           |  |  |  |  |
|------------------|--|--------------------------------------|-----------|----------------|-----------|-----------|-------------|------------------|-----------|----------------|-----------|-----------------|-----------|-----------------------------|-----------|--|--|--|--|
|                  |  | METALS—continued.                    |           |                |           |           |             |                  |           |                |           | OILS.           |           |                             |           |  |  |  |  |
|                  |  | (5)<br>Iron and steel<br>—continued. |           | (6)<br>Others. |           | Total.    |             | (1)<br>Kerosine. |           | (2)<br>Castor. |           | (3)<br>Cocunut. |           | (4)<br>Mustard and<br>rape. |           |  |  |  |  |
|                  |  | (d)<br>Manufactures.                 |           |                |           |           |             |                  |           |                |           |                 |           |                             |           |  |  |  |  |
| Main head.       | Sub-head.  | Quantity.                            | Earnings. | Quantity.      | Earnings. | Quantity. | Earnings.   | Quantity.        | Earnings. | Quantity.      | Earnings. | Quantity.       | Earnings. | Quantity.                   | Earnings. |  |  |  |  |
| 5' 0" gauge.     |  |                                      |           |                |           |           |             |                  |           |                |           |                 |           |                             |           |  |  |  |  |
| 1                | (a), (b) & (c) Bengal-Nagpur ...                           | 8,668                                | 69,403    | 127,722        | 6,87,765  | 471,876   | 9,14,552    | 20,421           | 2,92,342  | 2,826          | 23,504    | 1,125           | 8,300     | ...                         | ...       |  |  |  |  |
| 2                | (a), (b) to (f) & (g) Bombay, Baroda and Central India ... | 27,411                               | 1,96,769  | 69,411         | 2,50,936  | 114,437   | 16,19,536   | 19,637           | 263,383   | 1,673          | 17,175    | 657             | 8,679     | 853                         | 8,031     |  |  |  |  |
| 3                | ... Eastern Bengal State ...                               | 7,793                                | 39,027    | 19,371         | 37,339    | 71,319    | 9,85,833    | 119,649          | 347,355   | 145            | 875       | 1,119           | 10,617    | 8,106                       | 59,197    |  |  |  |  |
| 4                | ... East India ...   | 28,136                               | 2,80,324  | 7,030          | 1,30,855  | 192,711   | 17,11,845   | 90,965           | 7,61,902  | 1,068          | 20,422    | 2,350           | 21,798    | 10,672                      | 50,241    |  |  |  |  |
| 5                | ... Great Indian Peninsula ...                             | 20,221                               | 3,87,611  | 2,36,600       | 22,55,422 | 1,56,041  | 39,41,115   | 62,502           | 8,82,118  | 1,372          | 17,494    | 2,677           | 49,039    | 73                          | 119       |  |  |  |  |
| 6                | (a) to (d) Madras ...                                      | 16,821                               | 1,54,407  | 2,541          | 23,043    | 16,599    | 3,82,170    | 39,142           | 2,84,446  | 3,313          | 12,364    | 4,188           | 35,551    | 24                          | 179       |  |  |  |  |
| 7                | (a) & (b) Nizam's Guaranteed State ...                     | 1,744                                | 12,362    | 540            | 6,717     | 7,821     | 71,770      | 5,632            | 46,269    | 321            | 2,211     | 199             | 1,752     | 1                           | 26        |  |  |  |  |
| 8                | North Western State ...                                    | 17,001                               | 2,79,225  | 8,479          | 65,316    | 81,652    | 1,39,516    | 29,508           | 5,86,599  | 644            | 7,687     | 1,345           | 18,064    | 2,417                       | 27,194    |  |  |  |  |
| 9                | ... Oudh and Rohilkhand State ...                          | 1,417                                | 27,011    | 77             | 5,517     | 29,429    | 1,34,978    | 19,719           | 92,118    | 113            | 698       | 42              | 385       | 511                         | 3,900     |  |  |  |  |
| 3' 3 1/2" gauge. |  |                                      |           |                |           |           |             |                  |           |                |           |                 |           |                             |           |  |  |  |  |
| 11               | ... Assam-Bengal ...                                       | 1,120                                | 11,750    | 1,000          | 15,773    | 7,222     | 50,019      | 13,411           | 41,457    | 36             | 339       | 84              | 879       | 1,009                       | 10,677    |  |  |  |  |
| 12               | ... Bengal and North-Western ...                           | 6,777                                | 43,418    | 4,167          | 29,683    | 23,719    | 1,61,604    | 23,875           | 1,03,729  | 375            | 2,820     | 209             | 1,635     | 1,193                       | 10,480    |  |  |  |  |
| 13               | ... Bengal-Dumra ...                                       | 75                                   | 312       | 501            | 6,678     | 1,759     | 19,031      | 1,805            | 6,770     | ...            | ...       | 30              | 111       | 272                         | 1,241     |  |  |  |  |
| 14               | ... Bhavnagar-Gandhidurg-Indrapur-Portland ...             | 93                                   | 4,811     | 268            | 1,201     | 3,040     | 29,169      | 4,022            | 15,954    | 192            | 751       | 78              | 420       | 76                          | 161       |  |  |  |  |
| 15               | ... Burma ...  | 9,219                                | 1,01,852  | 379            | 3,379     | 18,610    | 1,68,472    | 9,787            | 63,297    | 179            | 1,670     | 717             | 8,569     | 23                          | 311       |  |  |  |  |
| 16               | ... Dugghur ...  | ...                                  | ...       | ...            | ...       | ...       | ...         | ...              | ...       | ...            | ...       | ...             | ...       | ...                         | ...       |  |  |  |  |
| 17               | ... Dibru-Sadiya ...                                       | ...                                  | ...       | 1,157          | 9,250     | 5,512     | 42,274      | 7,818            | 20,080    | ...            | ...       | ...             | ...       | ...                         | ...       |  |  |  |  |
| 18               | (c) Hyderabad-Gadavari Valley ...                          | 938                                  | 10,504    | 204            | 2,809     | 4,985     | 5,914       | 2,365            | 22,631    | 111            | 1,909     | 138             | 1,498     | ...                         | 3         |  |  |  |  |
| 19               | ... Jodhpur-Bikaner ...                                    | 104                                  | 2,883     | 512            | 1,113     | 1,888     | 37,531      | 2,681            | 19,801    | 225            | 1,892     | 47              | 300       | 5                           | 62        |  |  |  |  |
| 20               | (a) to (d) Madras ...                                      | 339                                  | 2,246     | 82             | 733       | 1,625     | 9,117       | 2,304            | 10,101    | 22             | 74        | 672             | 1,278     | ...                         | ...       |  |  |  |  |
| 21               | (a) to (d) Marvi ...                                       | 37                                   | 150       | 16             | 66        | 181       | 1,079       | 269              | 837       | 13             | 28        | 6               | 19        | 5                           | 14        |  |  |  |  |
| 22               | (a) & (g) to (h) Rajputana-Malwa ...                       | 6,587                                | 83,605    | 59,056         | 1,11,051  | 81,909    | 4,53,250    | 11,590           | 19,178    | 884            | 5,802     | 283             | 3,760     | 591                         | 3,002     |  |  |  |  |
| 23               | (a) & (b) Rohilkhand and Kumaon ...                        | 369                                  | 1,671     | 205            | 1,319     | 5,172     | 29,036      | 9,702            | 7,441     | 34             | 145       | 9               | 84        | 108                         | 613       |  |  |  |  |
| 24               | ... South Indian ...                                       | 8,181                                | 81,043    | 1,801          | 12,114    | 23,313    | 2,01,921    | 27,113           | 1,60,167  | 3,060          | 24,308    | 1,723           | 7,003     | 71                          | 371       |  |  |  |  |
| 25               | ... Southern Malabar ...                                   | 4,720                                | 61,399    | 48,223         | 2,87,919  | 67,178    | 1,46,536    | 24,557           | 1,91,087  | 937            | 7,003     | 1,735           | 10,603    | ...                         | ...       |  |  |  |  |
| 26               | ... Vidpur-Chitor ...                                      | 12                                   | 71        | 52             | 361       | 372       | 2,120       | 267              | 1,284     | 2              | 15        | 8               | 29        | ...                         | ...       |  |  |  |  |
| 2' 6" gauge.     |  |                                      |           |                |           |           |             |                  |           |                |           |                 |           |                             |           |  |  |  |  |
| 28               | ... Baraset-Bayrhat Light ...                              | ...                                  | ...       | ...            | ...       | ...       | ...         | ...              | ...       | ...            | ...       | ...             | ...       | ...                         | ...       |  |  |  |  |
| 29               | ... Band Light ...   | 294                                  | 818       | 26             | 100       | 1,373     | 3,931       | 515              | 1,305     | 6              | 17        | 104             | ...       | ...                         | ...       |  |  |  |  |
| 30               | ... Bakhtiar-pore-Bihar Light ...                          | ...                                  | ...       | ...            | ...       | ...       | ...         | ...              | ...       | ...            | ...       | ...             | ...       | ...                         | ...       |  |  |  |  |
| 31               | ... Cutch ...  | 129                                  | 312       | 1              | 4         | 139       | 377         | 113              | 318       | ...            | ...       | 18              | 44        | 2                           | 4         |  |  |  |  |
| 32               | ... Kalke-Simla ...  | 705                                  | 3,278     | 55             | 1,400     | 1,274     | 20,722      | 654              | 7,191     | 4              | 83        | ...             | 1         | 6                           | 80        |  |  |  |  |
| 33               | (c) Mourbhanj ...  | 25                                   | 67        | 6              | 21        | 149       | 515         | 47               | 85        | 0              | 11        | 2               | 8         | 8                           | 12        |  |  |  |  |
| 34               | (d) Parlakimedi Light ...                                  | 5                                    | 4         | 10             | 16        | 140       | 141         | 328              | 203       | 7              | 5         | 2               | 2         | ...                         | ...       |  |  |  |  |
| 35               | (e) Powayan Light ...                                      | ...                                  | ...       | ...            | ...       | 197       | 402         | ...              | ...       | ...            | ...       | ...             | ...       | ...                         | ...       |  |  |  |  |
| 36               | ... Tarakeswar-Magra Light ...                             | 19                                   | 23        | ...            | ...       | 121       | 129         | ...              | ...       | ...            | ...       | ...             | ...       | 173                         | 236       |  |  |  |  |
| 37               | ... Tenzpore-Balipara Light ...                            | ...                                  | ...       | ...            | ...       | 26        | 162         | ...              | ...       | ...            | ...       | ...             | ...       | ...                         | ...       |  |  |  |  |
| 2' 0" gauge.     |  |                                      |           |                |           |           |             |                  |           |                |           |                 |           |                             |           |  |  |  |  |
| 38               | ... Darjeeling-Himalayan ...                               | 450                                  | 10,430    | 146            | 2,836     | 1,217     | 26,439      | 772              | 10,830    | 3              | 65        | 6               | 133       | 374                         | 4,968     |  |  |  |  |
| 39               | ... Howrah-Anta Light ...                                  | ...                                  | ...       | ...            | ...       | ...       | ...         | ...              | ...       | ...            | ...       | ...             | ...       | ...                         | ...       |  |  |  |  |
| 40               | ... Howrah-Sheekhala Light ...                             | ...                                  | ...       | ...            | ...       | ...       | ...         | ...              | ...       | ...            | ...       | ...             | ...       | ...                         | ...       |  |  |  |  |
| 41               | ... Jorhat ...   | ...                                  | ...       | ...            | ...       | ...       | ...         | ...              | ...       | ...            | ...       | ...             | ...       | ...                         | ...       |  |  |  |  |
| TOTAL 1906       |  | 167,175                              | 21,47,608 | 923,601        | 39,73,511 | 1,070,512 | 1,18,48,873 | 886,317          | 62,70,819 | 20,064         | 1,48,884  | 19,798          | 1,91,731  | 26,678                      | 1,43,873  |  |  |  |  |
| TOTAL 1905       |  | 120,298                              | 17,07,890 | 612,001        | 22,73,029 | 1,108,772 | 89,85,808   | 637,326          | 37,03,129 | 19,798         | 1,41,070  | 20,829          | 2,04,400  | 31,641                      | 1,87,768  |  |  |  |  |
| INCREASE         |  | 37,877                               | 4,40,418  | 411,600        | 16,99,601 | 561,740   | 28,63,065   | 249,991          | 25,67,690 | 272            | 7,484     | ...             | ...       | 8,037                       | 56,105    |  |  |  |  |
| DECREASE         |  | ...                                  | ...       | ...            | ...       | ...       | ...         | ...              | ...       | ...            | ...       | 911             | 12,738    | ...                         | ...       |  |  |  |  |

*the earnings therefrom during the calendar year 1906.*

and is therefore not the same as the total production.]

SIX (continued on following page)

| XIX (continued on following page). |           |           |           |                |           |                 |           |                 |           |               |           |                          |           |                      |           |                     |           |     |    | Main head. |
|------------------------------------|-----------|-----------|-----------|----------------|-----------|-----------------|-----------|-----------------|-----------|---------------|-----------|--------------------------|-----------|----------------------|-----------|---------------------|-----------|-----|----|------------|
| Oil-seeds.                         |           |           |           |                |           |                 |           |                 |           |               |           |                          |           |                      |           |                     |           |     |    |            |
| (5)<br>Others.                     |           | Total.    |           | (1)<br>Castor. |           | (2)<br>Peanuts. |           | (3)<br>Linseed. |           | (4)<br>Poppy. |           | (6)<br>Rape and mustard. |           | (6)<br>Til or jujil. |           | (7)<br>Cotton seed. |           |     |    |            |
| Quantity.                          | Earnings. | Quantity. | Earnings. | Quantity.      | Earnings. | Quantity.       | Earnings. | Quantity.       | Earnings. | Quantity.     | Earnings. | Quantity.                | Earnings. | Quantity.            | Earnings. | Quantity.           | Earnings. |     |    |            |
| Tons.                              | Rs.       | Tons.     | Rs.       | Tons.          | Rs.       | Tons.           | Rs.       | Tons.           | Rs.       | Tons.         | Rs.       | Tons.                    | Rs.       | Tons.                | Rs.       | Tons.               | Rs.       |     |    |            |
| 3,107                              | 24,369    | 34,929    | 3,44,575  | ...            | ...       | ...             | ...       | 14,579          | 1,29,365  | ...           | ...       | 6,706                    | 41,383    | 26,283               | 2,31,803  | ...                 | ...       | 1   |    |            |
| 3,482                              | 31,270    | 20,332    | 2,70,547  | 27,600         | 2,41,300  | 1,366           | 12,432    | 5,818           | 53,801    | 13,163        | 93,697    | 19,008                   | 1,50,001  | 30,004               | 2,26,543  | ...                 | ...       | 2   |    |            |
| 1,785                              | 4,815     | 150,000   | 4,08,979  | 1,052          | 1,838     | ...             | ...       | 11,611          | 30,872    | 10            | 69        | 23,372                   | 84,728    | 924                  | 3,331     | ...                 | ...       | 3   |    |            |
| 3,061                              | 60,409    | 110,020   | 9,70,141  | 21,745         | 1,60,305  | 216             | 1,584     | 120,918         | 8,11,410  | 36,517        | 2,57,382  | 130,117                  | 11,37,773 | 20,720               | 1,50,250  | 47,367              | 3,90,371  | 4   |    |            |
| 11,125                             | 1,23,720  | 77,709    | 15,74,780 | 30,611         | 1,92,628  | 8,820           | 88,032    | 94,695          | 1,04,300  | 18,851        | 2,16,195  | 137,9                    | 2,07,768  | 106,907              | 11,06,747 | 171,038             | 17,25,115 | 5   |    |            |
| 14,356                             | 81,300    | 60,543    | 4,13,081  | 36,080         | 97,021    | 3,030           | 17,324    | 10              | 58        | 172           | 805       | 861                      | 6,924     | 37,163               | 1,56,068  | ...                 | ...       | 6   |    |            |
| 684                                | 5,254     | 6,050     | 55,475    | 53,165         | 2,91,589  | 70              | 577       | 6,075           | 16,433    | 116           | 578       | 104                      | 658       | 19,523               | 1,19,015  | 6,763               | 27,302    | 7   |    |            |
| 5,065                              | 61,403    | 70,057    | 6,94,977  | 177            | 1,536     | 201             | 3,410     | 1,219           | 9,700     | 721           | 4,361     | 5,221                    | 6,04,804  | 12,311               | 80,414    | 112,343             | 6,24,017  | 8   |    |            |
| 609                                | 3,009     | 21,127    | 1,00,830  | 4,047          | 17,647    | 1               | 229       | 6,388           | 20,831    | 19,942        | 82,232    | 12,011                   | 62,312    | 4,157                | 17,292    | ...                 | ...       | 10  |    |            |
| 151                                | 1,320     | 14,779    | 50,008    | 50             | 74        | ...             | 4         | 75              | 160       | 2             | 11        | 2,170                    | 10,713    | 313                  | 1,184     | 16                  | 126       | 11  |    |            |
| 336                                | 2,760     | 25,938    | 1,21,104  | 10,090         | 24,419    | 58              | 706       | 75,024          | 1,03,607  | 6,869         | 34,630    | 16,413                   | 7,31,706  | 701                  | 4,301     | ...                 | ...       | 12  |    |            |
| 2                                  | 67        | 2,146     | 5,342     | ...            | ...       | ...             | ...       | ...             | ...       | ...           | ...       | 670                      | 3,002     | ...                  | ...       | ...                 | ...       | 13  |    |            |
| 614                                | 2,613     | 4,942     | 10,579    | 3,058          | 10,620    | 238             | 1,149     | 6               | 15        | 669           | 2,081     | 1,259                    | 6,343     | 5,834                | 17,980    | ...                 | ...       | 14  |    |            |
| 9,678                              | 55,611    | 20,365    | 1,79,785  | 15             | 172       | 3,014           | 38,916    | 13              | 102       | 3             | 64        | 5                        | 37        | 7,707                | 13,798    | ...                 | ...       | 16  |    |            |
| ...                                | ...       | ...       | ...       | ...            | ...       | ...             | ...       | ...             | ...       | ...           | ...       | ...                      | ...       | ...                  | ...       | ...                 | ...       | ... | 16 |            |
| ...                                | ...       | 7,839     | 20,680    | ...            | ...       | ...             | ...       | ...             | ...       | ...           | ...       | ...                      | ...       | ...                  | ...       | ...                 | ...       | ... | 17 |            |
| 784                                | 7,566     | 3,408     | 32,017    | 100            | 1,183     | 73              | 625       | 25,016          | 1,72,749  | 51            | 410       | 29                       | 164       | 4,775                | 20,690    | 21,859              | 1,42,808  | 18  |    |            |
| 826                                | 5,733     | 8,770     | 27,548    | ...            | ...       | 3               | 132       | ...             | ...       | 1             | 0         | 20                       | 7,189     | 26,210               | 5,079     | 21,066              | ...       | ... | 18 |            |
| 1,609                              | 4,167     | 8,107     | 15,913    | 339            | 670       | 68              | 207       | ...             | ...       | ...           | 3         | 9                        | 10        | 915                  | 1,531     | ...                 | ...       | 19  |    |            |
| 71                                 | 233       | 301       | 631       | 5              | 12        | 3               | 11        | ...             | ...       | 3             | 5         | 3                        | 6         | 605                  | 723       | 2,229               | 3,246     | 19  |    |            |
| 2,870                              | 27,709    | 16,109    | 1,31,681  | 22,323         | 53,631    | 1,345           | 15,767    | 4,729           | 27,070    | 16,088        | 1,68,067  | 31,071                   | 1,82,513  | 28,255               | 1,51,038  | ...                 | ...       | 2   |    |            |
| 102                                | 1,082     | 2,755     | 6,433     | 4,114          | 11,880    | 35              | 241       | 1,223           | 2,681     | 5,224         | 7,654     | 5,550                    | 21,625    | 1,211                | 3,165     | ...                 | ...       | 20  |    |            |
| 16,894                             | 63,111    | 40,320    | 3,54,400  | 5,551          | 31,400    | 104,515         | 2,06,950  | 4               | 10        | 46            | 310       | 1,139                    | 6,020     | 23,570               | 1,40,820  | ...                 | ...       | 21  |    |            |
| 4,132                              | 20,897    | 36,384    | 2,20,240  | 4,641          | 22,215    | 4,473           | 22,064    | 4,047           | 43,121    | 480           | 4,015     | 617                      | 3,551     | 16,435               | 1,21,214  | 17,550              | 82,719    | 22  |    |            |
| 0                                  | 47        | 270       | 1,374     | ...            | ...       | 9               | 75        | 78              | 200       | 531           | 1,680     | ...                      | ...       | 950                  | 2,709     | ...                 | ...       | 23  |    |            |
| ...                                | ...       | ...       | ...       | ...            | ...       | ...             | ...       | ...             | ...       | ...           | ...       | ...                      | ...       | ...                  | ...       | ...                 | ...       | ... | 24 |            |
| 302                                | 1,102     | 1,047     | 2,727     | 157            | 361       | 1,383           | 3,081     | 9,631           | 21,602    | 10            | 45        | 14                       | 36        | 1,236                | 2,610     | 4,272               | 9,101     | 25  |    |            |
| ...                                | ...       | ...       | ...       | ...            | ...       | ...             | ...       | ...             | ...       | ...           | ...       | ...                      | ...       | ...                  | ...       | ...                 | ...       | ... | 26 |            |
| 18                                 | 160       | 188       | 577       | ...            | ...       | 24              | 64        | ...             | ...       | ...           | ...       | 19                       | 55        | 41                   | 133       | ...                 | ...       | 27  |    |            |
| 29                                 | 493       | 694       | 7,818     | 5              | 7         | ...             | ...       | 3               | 30        | 4             | 83        | ...                      | 2         | 2                    | 31        | 42                  | 480       | 30  |    |            |
| 5                                  | 5         | 65        | 116       | 1              | 2         | ...             | ...       | ...             | ...       | ...           | ...       | 8                        | 17        | 25                   | 59        | ...                 | ...       | 1   |    |            |
| 7                                  | 7         | 314       | 217       | 7              | 6         | ...             | ...       | ...             | ...       | ...           | ...       | 20                       | 10        | 140                  | 101       | ...                 | ...       | 1   |    |            |
| ...                                | ...       | ...       | ...       | ...            | ...       | ...             | ...       | ...             | ...       | ...           | ...       | 303                      | 490       | ...                  | ...       | ...                 | ...       | 20  |    |            |
| ...                                | ...       | 173       | 236       | ...            | ...       | ...             | ...       | ...             | ...       | ...           | ...       | 135                      | 169       | ...                  | ...       | ...                 | ...       | 28  |    |            |
| 688                                | 214       | 886       | 214       | ...            | ...       | ...             | ...       | ...             | ...       | ...           | ...       | ...                      | ...       | ...                  | ...       | ...                 | ...       | 33  |    |            |
| 104                                | 1,782     | 1,280     | 17,808    | ...            | ...       | ...             | ...       | ...             | 1         | ...           | ...       | ...                      | 10        | ...                  | 7         | ...                 | ...       | 35  |    |            |
| ...                                | ...       | ...       | ...       | ...            | ...       | ...             | ...       | ...             | ...       | ...           | ...       | ...                      | ...       | ...                  | ...       | ...                 | ...       | 36  |    |            |
| ...                                | ...       | ...       | ...       | ...            | ...       | ...             | ...       | ...             | ...       | ...           | ...       | ...                      | ...       | ...                  | ...       | ...                 | ...       | 37  |    |            |
| ...                                | ...       | ...       | ...       | ...            | ...       | ...             | ...       | ...             | ...       | ...           | ...       | ...                      | ...       | ...                  | ...       | ...                 | ...       | 38  |    |            |
| 83,886                             | 6,22,702  | 730,527   | 54,84,876 | 287,803        | 11,76,971 | 130,805         | 4,09,501  | 390,070         | 27,01,800 | 110,384       | 8,09,490  | 308,513                  | 27,84,294 | 8,0,507              | 37,85,533 | 893,078             | 20,15,435 | ... |    |            |
| 86,894                             | 7,18,845  | 6,85,772  | 50,06,282 | 100,416        | 10,12,983 | 124,908         | 3,70,919  | 423,707         | 81,58,420 | 96,689        | 7,12,181  | 857,130                  | 24,93,237 | 308,830              | 29,61,009 | 380,027             | 29,41,904 | ... |    |            |
| ...                                | ...       | 50,768    | 4,78,580  | 28,088         | 1,56,000  | 5,800           | 36,584    | ...             | ...       | 10,860        | 94,299    | 11,892                   | 2,65,465  | 47,671               | 3,74,974  | 3,061               | ...       | ... |    |            |
| 2,310                              | 69,143    | ...       | ...       | ...            | ...       | ...             | ...       | 22,727          | 9,06,564  | ...           | ...       | ...                      | ...       | ...                  | ...       | ...                 | 20,469    | ... |    |            |

## Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed over all railways.]

| NUMBERS.         |                              | XIX.  |           |           |           | XX.         |           | XXI.                     |           | XXII.                            |           |              |           |           |
|------------------|------------------------------|---|-----------|-----------|-----------|-------------|-----------|--------------------------|-----------|----------------------------------|-----------|--------------|-----------|-----------|
|                  |                              | OIL-SEEDS—coastal.                              |           |           |           |             |           |                          |           | PRODUCE.                         |           |              |           |           |
|                  |                              | (8)<br>Others.                                  |           | Total.    |           | Opium.      |           | Paper and<br>pasteboard. |           | (1)<br>Dried fruits and<br>nuts. |           | (2)<br>Ghee. |           |           |
| Main head.       | Sub-head.                    | Quantity.                                       | Earnings. | Quantity. | Earnings. | Quantity.   | Earnings. | Quantity.                | Earnings. | Quantity.                        | Earnings. | Quantity.    | Earnings. |           |
| 5' 6" gauge.     |                              | Tons.   | Rs.       | Tons.     | Rs.       | Tons.       | Rs.       | Tons.                    | Rs.       | Tons.                            | Rs.       | Tons.        | Rs.       |           |
| 1                | (a), (b) & (c).              | Bengal-Nagpur . . . . .                         | 11,631    | 54,837    | 59,336    | 4,61,388    | 61        | 1,743                    | 936       | 10,410                           | 11,130    | 89,681       | 3,318     | 44,621    |
| 2                | (a), (c) to (f) & (n) & (o). | Bombay, Baroda and Central India . . . . .      | 7,987     | 45,766    | 101,702   | 8,17,119    | 2,629     | 62,618                   | 8,792     | 94,698                           | 11,660    | 1,51,079     | 8,333     | 88,201    |
| 3                | ...                          | Eastern Bengal State . . . . .                  | 2,681     | 10,182    | 38,953    | 1,37,361    | 9         | 118                      | 6,328     | 8,789                            | 1,413     | 2,817        | 731       | 5,113     |
| 4                | ...                          | East Indian . . . . .                           | 5,634     | 39,943    | 378,638   | 28,50,765   | 8,000     | 2,10,031                 | 17,350    | 1,75,662                         | 6,860     | 88,236       | 17,072    | 3,80,879  |
| 5                | ...                          | Great Indian Peninsula . . . . .                | 12,707    | 68,390    | 167,717   | 49,19,849   | 489       | 23,368                   | 3,114     | 60,475                           | 38,370    | 6,00,040     | 11,068    | 1,55,091  |
| 6                | (a) to (d)                   | Madras . . . . .                                | 4,492     | 2,78,071  | 126,611   | 3,56,831    | 52        | 1,809                    | 1,300     | 16,018                           | 8,400     | 48,522       | 6,628     | 62,030    |
| 8                | (a) & (b)                    | Nizam's Guaranteed State . . . . .              | 2,753     | 8,817     | 88,405    | 4,67,087    | 23        | 809                      | 700       | 7,626                            | 6,603     | 75,848       | 816       | 11,102    |
| 9                | ...                          | North Western State . . . . .                   | 125,692   | 16,06,901 | 302,915   | 29,37,206   | 72        | 810                      | 3,850     | 60,301                           | 29,080    | 4,97,300     | 11,302    | 1,27,294  |
| 10               | ...                          | Oudh and Rohilkhand State . . . . .             | 20,676    | 81,786    | 67,811    | 2,72,063    | 1,824     | 40,006                   | 3,082     | 22,123                           | 1,492     | 12,306       | 2,508     | 15,906    |
| 3' 3 1/2" gauge. |                              |   |           |           |           |             |           |                          |           |                                  |           |              |           |           |
| 11               | ...                          | Assam-Bengal . . . . .                          | 8         | 41        | 2,654     | 12,313      | 3         | 37                       | 93        | 673                              | 408       | 3,637        | 246       | 2,319     |
| 12               | ...                          | Bengal and North-Western . . . . .              | 5,168     | 25,377    | 141,685   | 6,31,786    | 6,361     | 1,03,530                 | 3,452     | 8,323                            | 1,284     | 16,029       | 3,833     | 36,065    |
| 13               | ...                          | Bengal-Dooars . . . . .                         | 8         | 1         | 678       | 3,045       | ...       | ...                      | 19        | 67                               | 3         | 6            | 22        | 53        |
| 14               | ...                          | Bhavnagar-Gondal-Jamnad-<br>Porbandar . . . . . | 14,519    | 60,184    | 25,151    | 90,140      | 18        | 181                      | 202       | 1,440                            | 2,626     | 10,662       | 1,670     | 10,805    |
| 15               | ...                          | Burma . . . . .                                 | 437       | 2,982     | 12,192    | 60,111      | 26        | 471                      | 711       | 11,172                           | 1,422     | 11,314       | 908       | 14,521    |
| 16               | ...                          | Deoghur . . . . .                               | ...       | ...       | ...       | ...         | ...       | ...                      | ...       | ...                              | ...       | ...          | ...       | ...       |
| 17               | ...                          | Dibru-Sadiya . . . . .                          | ...       | ...       | ...       | ...         | ...       | ...                      | ...       | ...                              | 976       | 6,607        | ...       | ...       |
| 18               | (e)                          | Hyderabad-Godavari Valley . . . . .             | 4,181     | 28,622    | 50,108    | 3,70,015    | 13        | 673                      | 237       | 2,850                            | 2,605     | 28,719       | 820       | 6,604     |
| 18               | ...                          | Jodhpur-Bikaner . . . . .                       | 34,633    | 1,23,137  | 47,230    | 1,70,099    | 29        | 458                      | 93        | 710                              | 2,478     | 11,207       | 6,282     | 63,760    |
| 19               | (e) to (h)                   | Madras . . . . .                                | 1,950     | 6,028     | 3,251     | 7,374       | ...       | ...                      | 26        | 127                              | 40        | 170          | 100       | 767       |
| 20               | ...                          | Korvi . . . . .                                 | 244       | 467       | 3,681     | 4,510       | 7         | 17                       | 35        | 171                              | 23        | 240          | 55        | 180       |
| 21               | (b) & (g) to (m).            | Rajputana-Malwa . . . . .                       | 7,370     | 38,246    | 113,211   | 5,78,721    | 2,300     | 36,661                   | 2,722     | 64,283                           | 19,205    | 1,48,053     | 10,378    | 1,20,320  |
| 22               | (a) & (b)                    | Rohilkhand and Kumaon . . . . .                 | 42        | 112       | 17,401    | 47,937      | 569       | 12,121                   | 83        | 482                              | 387       | 2,107        | 208       | 1,088     |
| 21               | ...                          | South Indian . . . . .                          | 2,759     | 13,614    | 137,581   | 3,94,072    | ...       | 1                        | 2,121     | 39,088                           | 570       | 4,311        | 1,494     | 11,208    |
| 22               | ...                          | Southern Mahratta . . . . .                     | 7,069     | 38,177    | 63,169    | 3,37,970    | 2         | 42                       | 660       | 8,552                            | 20,421    | 2,07,184     | 4,425     | 36,122    |
| 23               | ...                          | Udaipur-Cuttur . . . . .                        | 5         | 12        | 1,379     | 4,142       | 52        | 304                      | 45        | 351                              | 437       | 2,232        | 380       | 2,262     |
| 2' 6" gauge.     |                              |   |           |           |           |             |           |                          |           |                                  |           |              |           |           |
| 24               | ...                          | Baraout-Basirhat Light . . . . .                | ...       | ...       | ...       | ...         | ...       | ...                      | ...       | ...                              | ...       | ...          | ...       | ...       |
| 25               | ...                          | Barvi Light . . . . .                           | 1,389     | 3,161     | 18,005    | 43,176      | ...       | ...                      | 47        | 161                              | 600       | 1,962        | 67        | 210       |
| 26               | ...                          | Buxitarpore-Bihar Light . . . . .               | ...       | ...       | ...       | ...         | ...       | ...                      | ...       | ...                              | ...       | ...          | ...       | ...       |
| 27               | ...                          | Cutch . . . . .                                 | 40        | 110       | 127       | 362         | ...       | ...                      | 4         | 10                               | 168       | 661          | 6         | 23        |
| 30               | ...                          | Kalka-Simla . . . . .                           | 11        | 160       | 67        | 753         | 3         | 69                       | 300       | 8,342                            | 24        | 1,407        | 48        | 628       |
| 1                | (c)                          | Mumbaraj . . . . .                              | 309       | 584       | 313       | 681         | ...       | ...                      | 22        | 48                               | 2         | 5            | 17        | 43        |
| 1                | (d)                          | Parlakmedi Light . . . . .                      | 107       | 91        | 292       | 217         | ...       | ...                      | 4         | 4                                | 3         | 1            | 1         | 1         |
| 20               | (e)                          | Powayan Light . . . . .                         | ...       | ...       | 303       | 489         | ...       | ...                      | ...       | ...                              | ...       | ...          | ...       | ...       |
| 32               | ...                          | Tarakeshwar-Nagra Light . . . . .               | ...       | ...       | 136       | 169         | ...       | ...                      | 8         | 18                               | ...       | ...          | 20        | 39        |
| ...              | ...                          | Tospore-Dalipara Light . . . . .                | 11        | 82        | 11        | 82          | ...       | ...                      | ...       | ...                              | ...       | ...          | 21        | 143       |
| 2' 0" gauge.     |                              |   |           |           |           |             |           |                          |           |                                  |           |              |           |           |
| 36               | ...                          | Darjeeling-Himalayan . . . . .                  | ...       | ...       | ...       | 16          | ...       | 6                        | 101       | 2,708                            | 36        | 715          | 21        | 347       |
| 36               | ...                          | Howrah-Amta Light . . . . .                     | ...       | ...       | ...       | ...         | ...       | ...                      | ...       | ...                              | ...       | ...          | ...       | ...       |
| 37               | ...                          | Howrah-Sheekhala Light . . . . .                | ...       | ...       | ...       | ...         | ...       | ...                      | ...       | ...                              | ...       | ...          | ...       | ...       |
| 38               | ...                          | Jorhat . . . . .                                | ...       | ...       | ...       | ...         | ...       | ...                      | ...       | ...                              | ...       | ...          | ...       | ...       |
| TOTAL 1906       |                              |   | 316,565   | 28,56,511 | 2,290,314 | 1,01,19,079 | 28,361    | 5,03,638                 | 49,654    | 6,00,800                         | 178,083   | 20,24,089    | 62,100    | 11,78,681 |
| TOTAL 1905       |                              |   | 278,918   | 20,68,923 | 2,169,710 | 1,63,80,561 | 22,864    | 4,72,179                 | 42,094    | 5,00,689                         | 182,066   | 20,57,816    | 83,904    | 11,91,251 |
| INCREASE         |                              |   | 30,637    | 5,40,688  | 120,598   | 7,67,424    | 497       | 31,467                   | 7,460     | 60,812                           | ...       | ...          | ...       | ...       |
| DECREASE         |                              |   | ...       | ...       | ...       | ...         | ...       | ...                      | ...       | ...                              | 4,583     | 33,477       | 1,795     | 12,870    |

## DIX 17—continued.

the earnings therefrom during the calendar year 1906.

in India and is therefore not the same as the total production ]

|             |           |           |           | XXIII.   |           |   |           |                                  |          |   |          |             |           |           |           |           |             | XXIV. |  |  |  | Main head. |
|-------------|-----------|-----------|-----------|--|-----------|---|-----------|----------------------------------|----------|---|----------|-------------|-----------|-----------|-----------|-----------|-------------|-------|--|--|--|------------|
| SIGNATURE.  |           |           |           | RAILWAY PLANT AND ROLLING-STOCK CARRIED FOR THE PUBLIC AND FOREIGN RAILWAYS. |           |   |           |                                  |          |   |          |             |           |           |           |           |             |       |  |  |  |            |
| (5) Others. |           | Total.    |           | (1) Locomotives, engines and tenders and parts thereof.                      |           | (2) Carriages and trucks and parts thereof. |           | (3) Materials.                   |          |   |          |             |           | Total.    |           | Salt.     |             |       |  |  |  |            |
| Quantity.   | Earnings. | Quantity. | Earnings. | Quantity.  | Earnings. | Quantity.                                   | Earnings. | (a) Steel rails and fish-plates. |          | (b) Sleepers and keys of steel and cast-iron. |          | (c) Others. |           | Quantity. | Earnings. | Quantity. | Earnings.   |       |  |  |  |            |
| Tons.       | Rs.       | Tons.     | Rs.       | Tons.  | Rs.       | Tons.                                       | Rs.       | Tons.                            | Rs.      | Tons.   | Rs.      | Tons.       | Rs.       | Tons.     | Rs.       | Tons.     | Rs.         |       |  |  |  |            |
| 5,387       | 74,421    | 10,865    | 3,07,626  | 377  | 3,646     | 839   | 2,355     | 3,549                            | 14,324   | 46  | 368      | 86,937      | 4,40,330  | 93,768    | 4,60,993  | 107,146   | 6,78,092    | 1     |  |  |  |            |
| 24,940      | 1,57,260  | 47,874    | 3,96,620  | 185  | 1,054     | 540   | 3,443     | 43,369                           | 1,85,187 | 3,026   | 13,463   | 62,240      | 2,24,810  | 109,359   | 4,27,916  | 301,465   | 6,91,968    | 2     |  |  |  |            |
| 8,330       | 62,218    | 10,476    | 60,478    | 200  | 1,220     | ...   | ...       | 191                              | 563      | 93  | 90       | 19,176      | 36,076    | 19,081    | 36,936    | 66,536    | 4,41,107    | 3     |  |  |  |            |
| 79,031      | 8,27,990  | 103,562   | 12,90,966 | 2,253  | 21,122    | 1,684                                       | 16,861    | 1,412                            | 8,294    | 318   | 3,488    | 102,109     | 5,61,913  | 107,816   | 6,00,677  | 244,420   | 12,00,738   | 4     |  |  |  |            |
| 60,008      | 4,89,395  | 96,072    | 12,15,035 | 95   | 816       | 114   | 1,040     | 22,778                           | 2,41,071 | 20,213  | 1,32,353 | 10,081      | 67,664    | 83,327    | 4,04,969  | 221,103   | 21,30,470   | 5     |  |  |  |            |
| 108,434     | 7,65,081  | 122,476   | 8,97,439  | 6  | 117       | 5   | 244       | 1,190                            | 9,632    | 101   | 246      | 651         | 4,617     | 2,853     | 11,056    | 104,643   | 6,15,036    | 6     |  |  |  |            |
| 5,117       | 24,470    | 15,020    | 1,15,420  | ...  | ...       | ...   | ...       | 22                               | 177      | ...   | ...      | ...         | ...       | 22        | 177       | 39,053    | 1,68,348    | 8     |  |  |  |            |
| 11,408      | 1,90,574  | 61,840    | 8,14,237  | 1  | 7         | 103   | 312       | 49                               | 764      | 682   | 1,500    | 80,414      | 2,03,662  | 81,343    | 2,66,266  | 133,413   | 8,30,414    | 9     |  |  |  |            |
| 683         | 7,316     | 4,891     | 35,647    | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | 3,071       | 8,623     | 3,071     | 8,623     | 67,491    | 2,75,948    | 10    |  |  |  |            |
| 4,478       | 36,765    | 5,132     | 42,771    | ...  | ...       | ...   | ...       | 393                              | 9,623    | ...   | ...      | 226         | 865       | 619       | 4,486     | 22,491    | 86,595      | 11    |  |  |  |            |
| 13,326      | 64,670    | 18,443    | 1,11,261  | 6  | 64        | 104   | 108       | ...                              | ...      | ...   | ...      | 241         | 312       | 413       | 110,788   | 4,80,848  | 12          |       |  |  |  |            |
| 885         | 4,204     | 910       | 4,283     | ...  | ...       | ...   | ...       | 27                               | 12       | ...   | ...      | 208         | 478       | 235       | 490       | 4,332     | 12,462      | 13    |  |  |  |            |
| 5,739       | 28,450    | 8,226     | 49,923    | 147  | 305       | ...   | ...       | 1                                | 6        | ...   | ...      | 8           | 15        | 150       | 325       | 8,331     | 8,610       | 14    |  |  |  |            |
| 40,046      | 3,62,742  | 42,370    | 3,61,577  | ...  | ...       | ...   | ...       | 818                              | 2,213    | ...   | ...      | 6           | 3         | 854       | 2,256     | 20,725    | 2,11,345    | 15    |  |  |  |            |
| ...         | ...       | ...       | ...       | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | ...         | ...       | ...       | ...       | ...       | ...         | 16    |  |  |  |            |
| ...         | ...       | 978       | 8,597     | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | ...         | ...       | ...       | ...       | 919       | 4,091       | 17    |  |  |  |            |
| 3,981       | 17,587    | 7,190     | 54,000    | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | 2           | ...       | 2         | 20,364    | 98,768    | 18          |       |  |  |  |            |
| 1,900       | 10,164    | 10,089    | 75,147    | 548  | 1,436     | 3   | 8         | 609                              | 1,270    | 101   | 210      | 3,624       | 10,610    | 4,688     | 13,470    | 24,159    | 1,10,686    | 19    |  |  |  |            |
| 6,218       | 21,271    | 6,457     | 22,208    | 1  | 8         | ...   | ...       | 32                               | 926      | ...   | ...      | 92          | 392       | 126       | 726       | 4,794     | 8,068       | 20    |  |  |  |            |
| 379         | 1,032     | 817       | 1,471     | ...  | ...       | ...   | ...       | 1,118                            | 970      | 57  | 32       | 13          | 8         | 1,188     | 1,010     | 774       | 1,454       | 21    |  |  |  |            |
| 14,782      | 1,00,999  | 37,705    | 3,00,372  | 218  | 1,618     | 98  | 423       | 28,914                           | 1,28,458 | 692   | 2,343    | 100,016     | 1,69,016  | 1,79,998  | 2,91,743  | 276,316   | 26,35,292   | 22    |  |  |  |            |
| 656         | 6,469     | 1,251     | 8,054     | 3  | 36        | 26  | 5,66      | 36                               | 63       | 3,464   | 9,316    | 322         | 1,163     | 3,840     | 10,651    | 30,683    | 99,310      | 23    |  |  |  |            |
| 28,128      | 1,74,000  | 30,193    | 1,90,619  | 99   | 63        | ...   | 2         | 13                               | 70       | 3   | 6        | 884         | 2,20      | 943       | 2,56      | 81,703    | 3,11,068    | 24    |  |  |  |            |
| 19,895      | 1,35,366  | 53,641    | 3,77,675  | 3  | 10        | 791   | 4,830     | 6,711                            | 61,694   | 717   | 2,593    | 7,280       | 14,637    | 16,634    | 1,03,064  | 57,817    | 4,06,261    | 25    |  |  |  |            |
| 906         | 3,865     | 1,728     | 8,869     | 1  | 1         | ...   | ...       | 1                                | 3        | ...   | ...      | 3           | 9         | 5         | 13        | 1,620     | 6,818       | 26    |  |  |  |            |
| ...         | ...       | ...       | ...       | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | ...         | ...       | ...       | ...       | ...       | ...         | 27    |  |  |  |            |
| 82          | 287       | 936       | 2,465     | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | ...         | ...       | ...       | ...       | 3,920     | 9,311       | 28    |  |  |  |            |
| ...         | ...       | ...       | ...       | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | ...         | ...       | ...       | ...       | ...       | ...         | 29    |  |  |  |            |
| ...         | ...       | 191       | 651       | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | ...         | ...       | ...       | ...       | ...       | ...         | 30    |  |  |  |            |
| 3,676       | 26,417    | 3,708     | 28,462    | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | ...         | ...       | ...       | ...       | 1,014     | 9,853       | 31    |  |  |  |            |
| 67          | 124       | 66        | 172       | ...  | ...       | ...   | ...       | 27                               | 118      | ...   | ...      | 16          | 67        | 43        | 170       | 970       | 1,661       | 32    |  |  |  |            |
| 36          | 33        | 30        | 85        | ...  | ...       | ...   | ...       | ...                              | ...      | 1   | 1        | 3           | 3         | 3         | 527       | 340       | 1           | 33    |  |  |  |            |
| ...         | ...       | ...       | ...       | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | ...         | ...       | ...       | ...       | 288       | 361         | 34    |  |  |  |            |
| ...         | ...       | 20        | 39        | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | ...         | ...       | ...       | ...       | 134       | 114         | 35    |  |  |  |            |
| ...         | ...       | 21        | 143       | ...  | ...       | ...   | ...       | ...                              | ...      | 68  | 537      | ...         | ...       | 68        | 537       | 4         | 26          | 36    |  |  |  |            |
| 1,344       | 83,480    | 2,300     | 34,463    | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | ...         | ...       | ...       | ...       | 1,320     | 18,661      | 37    |  |  |  |            |
| ...         | ...       | ...       | ...       | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | ...         | ...       | ...       | ...       | ...       | ...         | 38    |  |  |  |            |
| ...         | ...       | ...       | ...       | ...  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | ...         | ...       | ...       | ...       | ...       | ...         | 39    |  |  |  |            |
| 497,841     | 35,79,809 | 707,623   | 67,82,639 | 4,143  | 31,479    | 4,427                                       | 26,261    | 111,216                          | 6,50,778 | 20,646  | 166,694  | 629,808     | 14,44,406 | 679,300   | 27,31,922 | 1,843,188 | 1,13,78,751 | 40    |  |  |  |            |
| 432,111     | 35,42,909 | 701,691   | 67,91,436 | 4,877  | 26,625    | 3,638                                       | 17,068    | 97,468                           | 6,48,374 | 20,361  | 1,66,398 | 690,729     | 11,80,215 | 725,946   | 29,14,728 | 1,738,046 | 1,07,32,782 | 41    |  |  |  |            |
| 18,330      | 27,140    | 5,853     | ...       | ...  | 4,661     | 789   | 11,513    | 13,767                           | 1,06,402 | 395   | 866      | ...         | ...       | ...       | ...       | 106,008   | 6,64,973    | 42    |  |  |  |            |
| ...         | ...       | ...       | 3,907     | 736  | ...       | ...   | ...       | ...                              | ...      | ...   | ...      | 80,864      | 5,44,730  | 46,647    | 3,22,798  | ...       | ...         | 43    |  |  |  |            |

## Principal commodities carried by railways and

(The total quantity of each commodity represents the total weight conveyed over all railways in India)

| Main head. | Sub-head.        | Railway system, vide Appendix 3.        | XXV.                                   |           |                                 |           |           |           | XXVI.           |           |                |           |                     |           |                |           |           |           |
|------------|------------------|---|--|-----------|---------------------------------|-----------|-----------|-----------|-----------------|-----------|----------------|-----------|---------------------|-----------|----------------|-----------|-----------|-----------|
|            |                  |   | SALTPETRE AND OTHER SALINE SUBSTANCES. |           |                                 |           |           |           | SILK.           |           |                |           |                     |           |                |           |           |           |
|            |                  |   | (1)<br>Saltpetre.                      |           | (2)<br>Other saline substances. |           | TOTAL.    |           | (1)<br>Raw.     |           |                |           | (2)<br>Peece goods. |           |                |           | Total.    |           |
|            |                  |   |  |           |                                 |           |           |           | (a)<br>Foreign. |           | (b)<br>Indian. |           | (a)<br>Foreign.     |           | (b)<br>Indian. |           |           |           |
|            |                  |   | Quantity.                              | Earnings. | Quantity.                       | Earnings. | Quantity. | Earnings. | Quantity.       | Earnings. | Quantity.      | Earnings. | Quantity.           | Earnings. | Quantity.      | Earnings. | Quantity. | Earnings. |
|            |                  | 5' 6" gauge.                            | Tons.                                  | Rs.       | Tons.                           | Rs.       | Tons.     | Rs.       | Tons.           | Rs.       | Tons.          | Rs.       | Tons.               | Rs.       | Tons.          | Rs.       | Tons.     | Rs.       |
| 1          | (a), (b) & (c)   | Bengal-Nagpur                           | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | 600            | 8,430     | ...                 | ...       | ...            | ...       | 506       | 8,430     |
| 2          | (a), (c) & (f)   | Bombay, Baroda and Central India.       | 2,152                                  | 17,912    | 1,620                           | 14,820    | 3,072     | 30,732    | 282             | 6,034     | 95             | 2,317     | 50                  | 1,570     | 74             | 1,769     | 481       | 11,720    |
| 3          | ...              | Eastern Bengal State                    | 112                                    | 365       | 3,272                           | 10,130    | 3,384     | 10,564    | ...             | ...       | 384            | 3,612     | ...                 | ...       | ...            | ...       | 384       | 3,612     |
| 4          | ...              | East Indian                             | 22,092                                 | 3,40,814  | 24,561                          | 1,69,310  | 16,653    | 4,18,834  | ...             | ...       | 609            | 7,407     | ...                 | ...       | 104            | 4,820     | 793       | 12,406    |
| 5          | ...              | Great Indian Peninsula                  | 1,052                                  | 10,112    | 4,417                           | 49,639    | 5,469     | 59,781    | 137             | 1,385     | 98             | 6,513     | 10                  | 415       | 7              | 281       | 282       | 9,230     |
| 6          | (a) to (d)       | Madras                                  | 608                                    | 6,490     | 1                               | 16        | 609       | 6,506     | 31              | 277       | 104            | 3,475     | 340                 | 3,218     | 32             | 363       | 567       | 7,333     |
| 7          | (a) & (b)        | Nizam's Guaranteed State.               | 151                                    | 904       | 1,429                           | 8,628     | 1,380     | 9,622     | ...             | ...       | ...            | ...       | ...                 | 5         | ...            | 6         | ...       | 11        |
| 9          | ...              | North Western State                     | 6,256                                  | 20,931    | 6,457                           | 60,491    | 12,713    | 80,332    | 209             | 3,375     | 214            | 5,653     | 21                  | 563       | 29             | 937       | 473       | 10,468    |
| 10         | ...              | Oudh and Rohilkhand State.              | 1,017                                  | 4,050     | 223                             | 975       | 1,270     | 5,025     | ...             | ...       | ...            | ...       | ...                 | ...       | 2              | 30        | 2         | 30        |
|            |                  | 3' 3 1/2" gauge.                        |  |           |                                 |           |           |           |                 |           |                |           |                     |           |                |           |           |           |
| 11         | ...              | Assam-Bengal                            | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | 20             | 234       | ...                 | ...       | ...            | ...       | 20        | 234       |
| 12         | ...              | Bengal and North-Western.               | 12,044                                 | 18,172    | 7,315                           | 1,125     | 10,009    | 78,597    | ...             | ...       | 7              | 50        | ...                 | ...       | 3              | 44        | 10        | 94        |
| 13         | ...              | Bengal-Dooars                           | 1                                      | 9         | 84                              | 384       | 85        | 398       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 14         | ...              | Bharuagar-Donda and Junagadh-Forbandar. | 62                                     | 282       | 11                              | 57        | 73        | 330       | 9               | 36        | 2              | 12        | ...                 | ...       | ...            | 1         | 11        | 40        |
| 15         | ...              | Burma                                   | 9                                      | 146       | 81                              | 1,390     | 90        | 1,638     | 32              | 613       | 11             | 381       | 4                   | 80        | 1              | 7         | 48        | 1,390     |
| 16         | ...              | Deeghur                                 | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 17         | ...              | Dibru-Sadiya                            | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 18         | (c)              | Hyderabad-Godavari Valley.              | 66                                     | 710       | 174                             | 1,371     | 240       | 2,000     | 4               | 76        | 2              | 37        | ...                 | 1         | 6              | 118       | 11        | 332       |
| 19         | ...              | Jalhpur-Bikaner                         | 372                                    | 1,915     | 1,600                           | 6,927     | 1,772     | 8,737     | 18              | 62        | ...            | 13        | ...                 | 9         | 3              | 31        | 21        | 115       |
| 20         | (c) to (h)       | Madras                                  | 69                                     | 444       | ...                             | ...       | 59        | 444       | ...             | ...       | 20             | 66        | ...                 | ...       | ...            | ...       | 20        | 66        |
| 21         | ...              | Morvi                                   | 3                                      | 14        | ...                             | ...       | 3         | 14        | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 22         | (b) & (c) to (m) | Rajputana-Malwa                         | 7,068                                  | 61,006    | 2,004                           | 15,710    | 9,905     | 70,716    | 186             | 9,141     | 17             | 900       | 50                  | 2,230     | 40             | 1,705     | 293       | 13,986    |
| 23         | (a) & (b)        | Rohilkhand and Kumaon                   | 151                                    | 351       | 1,006                           | 2,851     | 1,157     | 3,204     | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 24         | ...              | South Indian                            | 435                                    | 2,383     | 8                               | 103       | 443       | 2,486     | 1               | 28        | 10             | 170       | 13                  | 159       | 21             | 169       | 45        | 622       |
| 25         | ...              | Southern Mahratta                       | 279                                    | 2,214     | 277                             | 2,067     | 556       | 4,271     | 110             | 2,693     | 211            | 1,024     | 1                   | 8         | ...            | ...       | 352       | 4,684     |
| 26         | ...              | Udaipur-Chitor                          | 54                                     | 218       | 36                              | 220       | 89        | 509       | ...             | ...       | ...            | ...       | ...                 | ...       | 1              | 5         | 1         | 5         |
|            |                  | 2' 6" gauge.                            |  |           |                                 |           |           |           |                 |           |                |           |                     |           |                |           |           |           |
| 27         | ...              | Banslet-Bashkat Light                   | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 28         | ...              | Barel Light                             | ...                                    | ...       | 51                              | 150       | 54        | 150       | 2               | 10        | ...            | ...       | ...                 | ...       | ...            | ...       | 2         | 10        |
| 29         | ...              | Bukhtarpore Behar Light.                | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 30         | ...              | Cutch                                   | 4                                      | 10        | ...                             | ...       | 4         | 10        | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 31         | ...              | Kalka-Simla                             | 1                                      | 12        | 2                               | 40        | 3         | 62        | 2               | 23        | 4              | 53        | ...                 | ...       | ...            | ...       | 6         | 111       |
| 32         | (e)              | Mourbhanj                               | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 33         | (d)              | Parlakimedi Light                       | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 34         | (c)              | Powayan Light                           | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 35         | ...              | Tarakeshwar-Magra Light                 | ...                                    | ...       | 7                               | 10        | 7         | 10        | ...             | ...       | 2              | 6         | ...                 | ...       | ...            | ...       | 2         | 6         |
| 36         | ...              | Tospore-Balpara Light                   | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
|            |                  | 2' 0" gauge.                            |  |           |                                 |           |           |           |                 |           |                |           |                     |           |                |           |           |           |
| 37         | ...              | Darjeeling-Himalayan                    | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 38         | ...              | Howrah-Amta Light                       | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 39         | ...              | Howrah-Sheekhala Light                  | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
| 40         | ...              | Jorhat                                  | ...                                    | ...       | ...                             | ...       | ...       | ...       | ...             | ...       | ...            | ...       | ...                 | ...       | ...            | ...       | ...       | ...       |
|            |                  | TOTAL 1906                              | 55,838                                 | 4,37,226  | 53,134                          | 3,79,147  | 10,722    | 8,16,375  | 1,888           | 24,856    | 2,309          | 41,727    | 480                 | 8,764     | 418            | 10,118    | 4,303     | 84,793    |
|            |                  | TOTAL 1905                              | 40,374                                 | 3,77,916  | 50,833                          | 3,79,093  | 100,097   | 7,67,469  | 1,174           | 28,973    | 2,732          | 46,023    | 190                 | 8,897     | 392            | 11,620    | 4,468     | 85,213    |
|            |                  | INCREASE                                | 6,314                                  | 69,410    | 2,311                           | ...       | 8,625     | 68,974    | ...             | ...       | ...            | ...       | 290                 | ...       | 80             | ...       | ...       | ...       |
|            |                  | DECREASE                                | ...                                    | ...       | ...                             | 639       | ...       | ...       | 141             | 4,322     | 368            | 4,301     | ...                 | 433       | ...            | 1,404     | 155       | 10,460    |

## DIX 17—continued.

the earnings therefrom during the calendar year 1906.

and is therefore not the same as the total production.]

| XXVII.             |           |                   |           |                  |           |                |           |                |           |                  |           |           |           | XXVIII.         |           | Main head. |    |
|--------------------|-----------|-------------------|-----------|------------------|-----------|----------------|-----------|----------------|-----------|------------------|-----------|-----------|-----------|-----------------|-----------|------------|----|
| Spices.            |           |                   |           |                  |           |                |           |                |           |                  |           |           |           | Stone and lime. |           |            |    |
| (1)<br>Betel-nuts. |           | (2)<br>Cardamoms. |           | (3)<br>Chillies. |           | (4)<br>Ginger. |           | (5)<br>Pepper. |           | (6) &<br>Others. |           | Total.    |           | Stone and lime. |           |            |    |
| Quantity.          | Earnings. | Quantity.         | Earnings. | Quantity.        | Earnings. | Quantity.      | Earnings. | Quantity.      | Earnings. | Quantity.        | Earnings. | Quantity. | Earnings. | Quantity.       | Earnings. |            |    |
| Tons.              | Rs.       | Tons.             | Rs.       | Tons.            | Rs.       | Tons.          | Rs.       | Tons.          | Rs.       | Tons.            | Rs.       | Tons.     | Rs.       | Tons.           | Rs.       |            |    |
| 7,061              | 58,759    | ...               | ...       | 10,773           | 1,30,240  | ...            | ...       | ...            | ...       | 7,115            | 62,357    | 21,072    | 2,31,250  | 73,799          | 2,54,160  | 1          |    |
| 1,108              | 20,071    | 95                | 1,471     | 2,930            | 23,851    | 1,790          | 9,003     | 750            | 15,696    | 8,651            | 92,061    | 15,753    | 1,02,740  | 60,937          | 1,07,520  | 2          |    |
| 17,486             | 1,45,037  | 202               | 6,122     | 5,796            | 39,437    | 1,133          | 10,833    | 214            | 4,300     | 3,811            | 19,733    | 28,765    | 2,37,367  | 40,972          | 60,477    | 3          |    |
| 8,724              | 1,74,873  | 500               | 14,131    | 9,081            | 1,51,815  | 1,470          | 14,085    | 1,026          | 48,005    | 11,319           | 1,83,221  | 32,810    | 5,46,210  | 437,290         | 14,00,014 | 4          |    |
| 10,291             | 2,34,874  | 73                | 1,842     | 9,331            | 91,002    | 375            | 7,407     | 301            | 19,853    | 11,004           | 1,46,761  | 31,105    | 4,02,510  | 1,30,314        | 4,70,881  | 5          |    |
| 11,223             | 1,35,791  | 46                | 531       | 21,873           | 1,51,826  | 720            | 5,777     | 6,425          | 43,481    | 3,168            | 17,601    | 45,071    | 4,64,907  | 75,470          | 1,67,707  | 6          |    |
| 887                | 8,846     | 11                | 165       | 2,701            | 21,816    | 35             | 353       | 41             | 427       | 1,401            | 12,787    | 8,106     | 43,804    | 10,758          | 59,023    | 8          |    |
| 506                | 5,316     | 209               | 4,833     | 6,116            | 64,400    | 1,427          | 14,135    | 1,213          | 27,373    | 5,067            | 49,892    | 16,617    | 1,85,017  | 240,203         | 4,21,640  | 9          |    |
| 1,669              | 23,858    | 31                | 306       | 1,873            | 16,207    | 309            | 3,413     | 88             | 808       | 1,521            | 6,989     | 5,379     | 49,701    | 8,768           | 1,3,611   | 10         |    |
| 1,931              | 22,027    | ...               | ...       | 2,026            | 16,490    | 2              | 11        | 5              | 40        | 157              | 1,840     | 4,121     | 39,735    | 18,847          | 4,612     | 11         |    |
| 2,442              | 20,470    | 640               | 2,479     | 6,901            | 34,513    | 1,353          | 12,303    | 503            | 6,423     | 3,113            | 23,029    | 13,682    | 98,111    | 31,614          | 67,903    | 12         |    |
| 408                | 2,232     | 38                | 368       | 12               | 30        | 74             | 103       | 31             | 163       | 59               | 210       | 714       | 8,145     | 371             | 2,313     | 13         |    |
| 479                | 2,160     | 5                 | 40        | 541              | 2,742     | 10             | 85        | 10             | 76        | 1,142            | 3,182     | 2,103     | 8,104     | 88,970          | 82,536    | 14         |    |
| 5,975              | 57,055    | 6                 | 223       | 5,800            | 97,203    | 005            | 10,114    | 53             | 781       | 168              | 2,537     | 11,075    | 1,00,519  | 145,622         | 2,03,045  | 15         |    |
| ...                | ...       | ...               | ...       | ...              | ...       | ...            | ...       | ...            | ...       | ...              | ...       | ...       | ...       | ...             | ...       | ...        | 16 |
| ...                | ...       | ...               | ...       | ...              | ...       | ...            | ...       | ...            | ...       | ...              | ...       | ...       | ...       | ...             | ...       | ...        | 17 |
| 674                | 6,040     | 1                 | 10        | 620              | 6,847     | 29             | 283       | 11             | 115       | 442              | 4,501     | 1,650     | 18,201    | 1,490           | 6,164     | 18         |    |
| 111                | 853       | 0                 | 48        | 869              | 7,074     | 21             | 189       | 35             | 206       | 391              | 1,711     | 1,120     | 10,134    | 29,273          | 53,300    | 19         |    |
| 1,811              | 3,810     | 5                 | 16        | 2,786            | 10,362    | 42             | 131       | 170            | 297       | 87               | 234       | 4,937     | 15,029    | 1,512           | 7,014     | 20         |    |
| 8                  | 30        | ...               | 1         | 69               | 247       | 4              | 11        | 1              | 3         | 62               | 266       | 143       | 604       | 8,321           | 8,058     | 21         |    |
| 743                | 10,155    | 101               | 2,355     | 4,249            | 38,132    | 455            | 9,084     | 604            | 17,802    | 9,825            | 92,298    | 16,007    | 1,80,907  | 86,442          | 2,07,137  | 22         |    |
| 260                | 2,091     | 27                | 100       | 632              | 3,078     | 175            | 879       | 20             | 214       | 841              | 2,236     | 1,614     | 9,009     | 9,530           | 16,527    | 23         |    |
| 14,404             | 72,185    | 646               | 4,025     | 8,525            | 85,233    | 564            | 2,005     | 784            | 6,815     | 454              | 2,100     | 25,277    | 1,74,333  | 2,15,099        | 2,15,610  | 24         |    |
| 10,970             | 68,480    | 168               | 2,761     | 16,012           | 10,006    | 200            | 2,610     | 408            | 3,282     | 0,801            | 61,761    | 37,310    | 2,50,139  | 62,211          | 1,01,409  | 25         |    |
| 5                  | 28        | ...               | 2         | 35               | 212       | 15             | 112       | 3              | 25        | 112              | 464       | 170       | 810       | 113             | 482       | 26         |    |
| ...                | ...       | ...               | ...       | ...              | ...       | ...            | ...       | ...            | ...       | ...              | ...       | ...       | ...       | ...             | ...       | ...        | 27 |
| 518                | 1,435     | ...               | 1         | 10               | 84        | 9              | 24        | 0              | 24        | 182              | 467       | 727       | 1,075     | 205             | 407       | 28         |    |
| ...                | ...       | ...               | ...       | ...              | ...       | ...            | ...       | ...            | ...       | ...              | ...       | ...       | ...       | ...             | ...       | ...        | 29 |
| 2                  | 7         | ...               | ...       | 41               | 122       | 13             | 39        | 1              | 3         | 40               | 131       | 109       | 301       | 4               | 10        | 30         |    |
| 8                  | 155       | ...               | 4         | 12               | 239       | 212            | 1,293     | 1              | 16        | 7                | 123       | 240       | 1,830     | 1,700           | 12,811    | 31         |    |
| 22                 | 45        | ...               | ...       | 3                | 3         | ...            | ...       | ...            | ...       | 7                | 15        | 31        | 63        | 735             | 669       | 32         |    |
| 2                  | 2         | ...               | ...       | 17               | 15        | ...            | ...       | ...            | ...       | 20               | 21        | 45        | 34        | 4               | 4         | 33         |    |
| ...                | ...       | ...               | ...       | ...              | ...       | ...            | ...       | ...            | ...       | ...              | ...       | ...       | ...       | ...             | ...       | ...        | 34 |
| 4                  | 7         | ...               | ...       | ...              | ...       | ...            | ...       | ...            | ...       | ...              | ...       | ...       | ...       | ...             | ...       | ...        | 35 |
| ...                | ...       | ...               | ...       | ...              | ...       | ...            | ...       | ...            | ...       | ...              | ...       | ...       | ...       | ...             | ...       | ...        | 36 |
| 40                 | 1,181     | 147               | 2,373     | 12               | 242       | ...            | 13        | 17             | 491       | 19               | 362       | 243       | 4,001     | 1,859           | 11,634    | 37         |    |
| ...                | ...       | ...               | ...       | ...              | ...       | ...            | ...       | ...            | ...       | ...              | ...       | ...       | ...       | ...             | ...       | ...        | 38 |
| ...                | ...       | ...               | ...       | ...              | ...       | ...            | ...       | ...            | ...       | ...              | ...       | ...       | ...       | ...             | ...       | ...        | 39 |
| ...                | ...       | ...               | ...       | ...              | ...       | ...            | ...       | ...            | ...       | ...              | ...       | ...       | ...       | ...             | ...       | ...        | 40 |
| 90,803             | 10,05,900 | 2,405             | 45,594    | 129,194          | 10,98,588 | 11,878         | 1,14,622  | 13,053         | 1,50,703  | 60,045           | 7,70,093  | 239,054   | 38,32,401 | 1,804,581       | 41,61,884 | 41         |    |
| 101,505            | 11,32,847 | 2,401             | 46,940    | 119,637          | 11,47,915 | 11,982         | 1,37,947  | 13,360         | 1,72,040  | 70,093           | 7,95,644  | 3,27,514  | 31,43,242 | 1,076,162       | 30,62,030 | 42         |    |
| ...                | ...       | 274               | ...       | 2,547            | ...       | ...            | ...       | 1,998          | 17,663    | 553              | ...       | 2,440     | ...       | 223,960         | 5,10,345  | 43         |    |
| 1,702              | 36,948    | ...               | 1,655     | ...              | 40,037    | 377            | 23,322    | ...            | ...       | ...              | 18,532    | ...       | 1,10,841  | ...             | ...       | 44         |    |

## Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed]

| XXIX.           |                             | XXX.   |           |                |           |  |           |           |             |              |           |             |           |           |           |          |
|-----------------|-----------------------------|--|-----------|----------------|-----------|--|-----------|-----------|-------------|--------------|-----------|-------------|-----------|-----------|-----------|----------|
| STEAM.          |                             |  |           |                |           |  |           |           |             | TRA.         |           |             |           |           |           |          |
|                 |                             | (1) #  |           | (2) Unrefined. |           |  |           | Total.    |             | (1) Foreign. |           | (2) Indian. |           | Total.    |           |          |
|                 |                             | Refined or crystallized including sugar candy. |           | (a) Sugar.     |           | (b) Gur, rob, Jaggery, molasses and other saccharine products. |           |           |             |              |           |             |           |           |           |          |
| Main head.      | Sub-head.                   | Quantity.                                      | Earnings. | Quantity.      | Earnings. | Quantity.  | Earnings. | Quantity. | Earnings.   | Quantity.    | Earnings. | Quantity.   | Earnings. | Quantity. | Earnings. |          |
|                 |                             | Tons.  | Rs.       | Tons.          | Rs.       | Tons.  | Rs.       | Tons.     | Rs.         | Tons.        | Rs.       | Tons.       | Rs.       | Tons.     | Rs.       |          |
| 5' 0" gauge.    |                             |  |           |                |           |  |           |           |             |              |           |             |           |           |           |          |
| 1               | (a), (b) & (c).             | Bengal-Nagpur                                  | 16,070    | 1,00,100       | ...       | ...  | 12,507    | 97,200    | 27,667      | 2,06,396     | ...       | ...         | 373       | 6,424     | 873       | 6,424    |
| 2               | (a), (c) to (f) & (n) & (v) | Bombay, Baroda and Central India               | 44,762    | 5,44,160       | 384       | 2,0-5  | 30,220    | 3,01,221  | 75,366      | 9,47,473     | 381       | 5,143       | 302       | 5,048     | 683       | 10,191   |
| 3               | ...                         | Eastern Bengal State                           | 16,070    | 1,20,407       | 10,757    | 87,755   | 39,4-3    | 1,72,689  | 71,270      | 9,60,861     | ...       | ...         | 33,314    | 6,70,129  | 33,314    | 6,70,129 |
| 4               | ...                         | East Indian                                    | 47,206    | 3,08,029       | 100,160   | 10,00,42   | 137,425   | 6,72,903  | 280,797     | 7,12,752     | ...       | ...         | 2,021     | 43,220    | 2,024     | 43,220   |
| 5               | ...                         | Great Indian Peninsula                         | 78,300    | 12,70,036      | 12,000    | 91,207   | 96,102    | 8,09,600  | 184,173     | 21,73,713    | 139       | 2,180       | 1,011     | 24,408    | 1,170     | 26,678   |
| 6               | (a) to (d)                  | Madras   | 9,312     | 65,824         | 7,303     | 20,118   | 61,713    | 2,51,740  | 78,178      | 9,34,181     | 1         | 18          | 840       | 18,816    | 847       | 18,865   |
| 7               | (a) & (b)                   | Nizam's Guaranteed State                       | 3,997     | 31,007         | 367       | 2,901  | 5,011     | 35,715    | 0-65        | 69,573       | 17        | 211         | 82        | 1,461     | 90        | 1,702    |
| 8               | ...                         | North Western State                            | 199,811   | 27,80,194      | 32,169    | 2,63,457   | 180,000   | 10,22,154 | 311,487     | 10,00,503    | 869       | 20,717      | 2,125     | 31,417    | 2,994     | 64       |
| 9               | ...                         | Oudh and Rohilkhand State                      | 21,513    | 1,51,117       | 52,108    | 2,51,772   | 120,071   | 7,15,681  | 203,333     | 11,17,078    | ...       | ...         | 2,352     | 13,004    | 2,352     | 13,004   |
| 3' 8 1/2" gauge |                             |  |           |                |           |  |           |           |             |              |           |             |           |           |           |          |
| 11              | ...                         | Assam-Bongal                                   | 5-8       | 3-07           | 1-04      | 7-010  | 2-212     | 10-196    | 5-111       | 21-712       | ...       | ...         | 20,778    | 1,54,818  | 20,778    | 3,54,818 |
| 12              | ...                         | Bengaland North-Western                        | 7,424     | 51,071         | 40-11     | 2,54,718   | 99-33     | 5,01,717  | 146,144     | 9,11,508     | ...       | ...         | 60        | 780       | 66        | 700      |
| 13              | ...                         | Bengal-Dooars                                  | 705       | 3,010          | 231       | 804  | 9-7       | 4,615     | 1,001       | 8,649        | ...       | ...         | 16,421    | 3,31,088  | 16,421    | 3,31,088 |
| 14              | ...                         | Bhavnagar-Gondal-Junagadh-Port-Bandar.         | 10,430    | 46,014         | ...       | ...  | 3,611     | 11,628    | 13,751      | 58,273       | 1         | 10          | 83        | 610       | 84        | 626      |
| 15              | ...                         | Burma  | 186       | 1,857          | 5,205     | 57,360   | 15,110    | 1,22,619  | 20,770      | 1,41,860     | 1,081     | 21,082      | 74        | 1,108     | 1,155     | 22,230   |
| 16              | ...                         | Deoghur  | ...       | ...            | ...       | ...  | ...       | ...       | ...         | ...          | ...       | ...         | ...       | ...       | ...       | ...      |
| 17              | ...                         | Dibru-Sadiya                                   | 571       | 3,124          | ...       | ...  | ...       | ...       | 571         | 3,022        | ...       | ...         | 9,799     | 62,019    | 9,798     | 62,010   |
| 18              | (c)                         | Hyderabad-Gudavari Valley                      | 2,801     | 20,239         | 141       | 1,135  | 984       | 6,058     | 4,024       | 3275         | 3         | 51          | 3         | 45        | 6         | 90       |
| 19              | ...                         | Jodhpur-Dikner                                 | 4,131     | 24,091         | 5,012     | 24,948   | 9,429     | 56,776    | 18,401      | 1,00,104     | 4         | 63          | 1         | 28        | 5         | 61       |
| 20              | (a) to (k)                  | Madras   | 6-8       | 3,064          | 824       | 2,608  | 1,855     | 4,777     | 3-9-7       | 10,414       | ...       | ...         | 391       | 2,244     | 391       | 2,244    |
| 21              | ...                         | Morri  | 263       | 701            | 22        | 63   | 609       | 1,434     | 910         | 2,269        | ...       | ...         | 2         | 10        | 2         | 10       |
| 22              | (b) & (g) to (m)            | Rajputana-Malwa                                | 23,053    | 2,74,385       | 40,710    | 9,51,310   | 93,227    | 9,54,563  | 180,800     | 15,80,470    | 461       | 8,825       | 216       | 2,387     | 607       | 11,112   |
| 23              | (a) & (b)                   | Rohilkhand and Kumaon                          | 2,718     | 6,051          | 7,550     | 20,042   | 27,145    | 1,08,573  | 37,418      | 1,16,588     | ...       | ...         | 103       | 1,774     | 195       | 1,774    |
| 24              | ...                         | South Indian                                   | 10,779    | 74,311         | 6,809     | 23,472   | 30,485    | 2,11,800  | 50,727      | 1,09,600     | 1         | 9           | 3,904     | 26,348    | 3,905     | 26,367   |
| 25              | ...                         | South n. Maharastra                            | 10,220    | 68,034         | 7,195     | 48,803   | 63,618    | 3,33,272  | 70,912      | 4,01,100     | 38        | 654         | 62        | 904       | 90        | 1,658    |
| 26              | ...                         | Udaipur-Chitor                                 | 378       | 1,028          | 675       | 3,307  | 1,161     | 5,438     | 2,214       | 10,071       | ...       | 4           | ...       | 5         | ...       | 9        |
| 2' 6" gauge.    |                             |  |           |                |           |  |           |           |             |              |           |             |           |           |           |          |
| 27              | ...                         | Barnet Buxhat Light                            | ...       | ...            | ...       | ...  | ...       | ...       | ...         | ...          | ...       | ...         | ...       | ...       | ...       | ...      |
| 28              | ...                         | Baral Light                                    | 705       | 1,701          | 1         | 3  | 124       | 373       | 830         | 2,137        | 3         | 5           | ...       | ...       | 2         | 5        |
| 29              | ...                         | Buxhatpore-Bihar Light                         | ...       | ...            | ...       | ...  | ...       | ...       | ...         | ...          | ...       | ...         | ...       | ...       | ...       | ...      |
| 30              | ...                         | Cutch  | 251       | 742            | 710       | 2,104  | 1,743     | 5,249     | 2,704       | 8,135        | ...       | ...         | 1         | 4         | 1         | 4        |
| 31              | ...                         | Kalpa Simla                                    | 294       | 3,096          | 417       | 4,544  | 971       | 9,044     | 1,672       | 17,214       | 13        | 301         | 20        | 384       | 35        | 685      |
| 32              | (a)                         | Mourbhanj                                      | 32        | 6-00           | ...       | ...  | 7         | 19        | 89          | 85           | ...       | ...         | ...       | 1         | ...       | 1        |
| 33              | (d)                         | Parlekmed Light                                | 141       | 68             | ...       | ...  | 13        | 6         | 156         | 94           | ...       | ...         | ...       | ...       | ...       | ...      |
| 34              | (c)                         | Powayan Light                                  | ...       | ...            | 767       | 802  | ...       | ...       | 767         | 692          | ...       | ...         | ...       | ...       | ...       | ...      |
| 35              | ...                         | Tarakeshwar-Mogra Light                        | ...       | ...            | 126       | 131  | 183       | 132       | 278         | 293          | ...       | ...         | ...       | ...       | ...       | ...      |
| 36              | ...                         | Tospore-Bailpara Light                         | ...       | ...            | 3         | 21   | ...       | ...       | 3           | 21           | ...       | ...         | 4,356     | 30,700    | 4,356     | 30,700   |
| 2' 0" gauge.    |                             |  |           |                |           |  |           |           |             |              |           |             |           |           |           |          |
| 37              | ...                         | Dajicling-Himalayan                            | 69        | 1,162          | 643       | 14,461   | 74        | 1,240     | 976         | 10,863       | ...       | ...         | 4,617     | 6,1074    | 4,617     | 61,074   |
| 38              | ...                         | Howrah-Amta Light                              | ...       | ...            | ...       | ...  | ...       | ...       | ...         | ...          | ...       | ...         | ...       | ...       | ...       | ...      |
| 39              | ...                         | Howrah-Shankhala Light                         | ...       | ...            | ...       | ...  | ...       | ...       | ...         | ...          | ...       | ...         | ...       | ...       | ...       | ...      |
| 40              | ...                         | Jorhat   | ...       | ...            | ...       | ...  | ...       | ...       | ...         | ...          | ...       | ...         | ...       | ...       | ...       | ...      |
| TOTAL 1906      |                             | 463,758  | 69,30,073 | 341,104        | 26,37,217 | 992,185  | 64,37,349 | 1,789,012 | 1,51,04,136 | 3,968        | 59,276    | 112,816     | 17,10,258 | 115,359   | 17,79,626 |          |
| TOTAL 1905      |                             | 327,511  | 39,82,023 | 305,753        | 18,23,607 | 889,011  | 57,55,463 | 1,822,307 | 1,14,91,063 | 3,079        | 56,779    | 60,326      | 14,42,506 | 107,407   | 15,02,641 |          |
| INCREASE        |                             | 136,246  | 21,48,050 | 35,347         | 8,13,610  | 104,144  | 6,81,786  | 275,705   | 36,14,046   | ...          | 697       | 12,689      | 8,75,384  | 12,892    | 2,76,981  |          |
| DECREASE        |                             | ...  | ...       | ...            | ...       | ...  | ...       | ...       | ...         | 96           | ...       | ...         | ...       | ...       | ...       | ...      |

**DIX 17—continued.**

the earnings therefrom during the calendar year 1906.

over all railways in India and is therefore not the same as the total production.]

| XXXI.                  |           |                      |           |                     |           |           |           |                              |           | XXXII.               |           |           |           |           |           |             |           |                      |           | XXXIII—(continued on following page). |           |                                  |           |                                |  |  |  |  |  |
|------------------------|-----------|----------------------|-----------|---------------------|-----------|-----------|-----------|------------------------------|-----------|----------------------|-----------|-----------|-----------|-----------|-----------|-------------|-----------|----------------------|-----------|---------------------------------------|-----------|----------------------------------|-----------|--------------------------------|--|--|--|--|--|
| Tobacco.               |           |                      |           |                     |           |           |           |                              |           | Wool.                |           |           |           |           |           |             |           |                      |           | Wool.                                 |           |                                  |           |                                |  |  |  |  |  |
| (1)<br>Unmanufactured. |           | (2)<br>Manufactured. |           |                     |           | Total.    |           | (1)<br>Timber,<br>unwrought. |           | (2)<br>Manufactured. |           |           |           | Total.    |           | (1)<br>Raw. |           | (2)<br>Manufactured. |           |                                       |           |                                  |           |                                |  |  |  |  |  |
|                        |           | (a)<br>Cigars.       |           | (b)<br>Other sorts. |           |           |           |                              |           |                      |           |           |           |           |           |             |           |                      |           | (a)<br>Carpet and<br>rugs.            |           | (b)<br>Piece-goods,<br>European. |           | (c)<br>Piece-goods,<br>Indian. |  |  |  |  |  |
| Quantity.              | Earnings. | Quantity.            | Earnings. | Quantity.           | Earnings. | Quantity. | Earnings. | Quantity.                    | Earnings. | Quantity.            | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity.   | Earnings. | Quantity.            | Earnings. | Quantity.                             | Earnings. | Quantity.                        | Earnings. |                                |  |  |  |  |  |
| Tons.                  | Rs.       | Tons.                | Rs.       | Tons.               | Rs.       | Tons.     | Rs.       | Tons.                        | Rs.       | Tons.                | Rs.       | Tons.     | Rs.       | Tons.     | Rs.       | Tons.       | Rs.       | Tons.                | Rs.       | Tons.                                 | Rs.       | Tons.                            | Rs.       |                                |  |  |  |  |  |
| 0.040                  | 87,092    | ...                  | ...       | 888                 | 13,397    | 0.024     | 1,00,470  | 76,703                       | 3,33,115  | 2,741                | 20,124    | 70,447    | 3,63,239  | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              | ...       |                                |  |  |  |  |  |
| 19,107                 | 1,59,657  | 218                  | 2,056     | 370                 | 4,674     | 19,090    | 1,06,327  | 43,603                       | 1,06,675  | 6,390                | 49,652    | 53,993    | 2,40,327  | 6,469     | 1,45,686  | 143         | 3,254     | 202                  | 4,087     | 204                                   | 5,806     | ...                              | ...       |                                |  |  |  |  |  |
| 31,835                 | 3,12,433  | ...                  | ...       | 873                 | 12,701    | 32,708    | 3,25,104  | 45,617                       | 87,875    | 3,690                | 20,149    | 49,243    | 1,04,023  | 1,090     | 32,020    | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              | ...       |                                |  |  |  |  |  |
| 31,090                 | 3,51,049  | 239                  | 1,243     | 3,459               | 51,180    | 35,367    | 4,34,073  | 63,610                       | 2,40,199  | 0,000                | 90,509    | 73,279    | 1,08,708  | 1,653     | 22,970    | 633         | 19,205    | 496                  | 7,608     | 328                                   | 9,141     | ...                              | ...       |                                |  |  |  |  |  |
| 12,727                 | 1,51,809  | 1,028                | 33,294    | 326                 | 9,327     | 14,081    | 1,04,510  | 189,004                      | 7,47,043  | 7,773                | 1,28,621  | 106,071   | 8,75,907  | 018       | 10,040    | 61          | 2,786     | 121                  | 5,815     | 146                                   | 4,737     | ...                              | ...       |                                |  |  |  |  |  |
| 24,773                 | 1,55,408  | 784                  | 12,180    | 2,608               | 25,278    | 28,226    | 1,30,740  | 217,310                      | 6,44,001  | 5,894                | 33,576    | 223,101   | 6,77,880  | 2,250     | 20,166    | 405         | 4,106     | 623                  | 6,664     | 373                                   | 4,817     | ...                              | ...       |                                |  |  |  |  |  |
| 2,375                  | 31,416    | 124                  | 2,273     | 23                  | 379       | 2,632     | 31,967    | 23,090                       | 81,214    | 491                  | 1,425     | 23,521    | 85,668    | 292       | 2,051     | 115         | 1,613     | 23                   | 354       | 102                                   | 2,340     | ...                              | ...       |                                |  |  |  |  |  |
| 18,847                 | 1,92,036  | 85                   | 2,080     | 2,961               | 56,878    | 21,793    | 2,51,397  | 65,392                       | 2,33,956  | 16,022               | 1,18,770  | 84,024    | 3,51,726  | 23,966    | 5,91,093  | 267         | 4,987     | 653                  | 7,169     | 1,513                                 | 33,707    | ...                              | ...       |                                |  |  |  |  |  |
| 0,752                  | 31,531    | 71                   | 1,001     | 485                 | 4,077     | 7,308     | 36,089    | 84,488                       | 1,00,190  | 8,107                | 30,995    | 102,605   | 1,00,195  | 493       | 2,982     | 42          | 291       | 30                   | 304       | 133                                   | 1,492     | ...                              | ...       |                                |  |  |  |  |  |
| 1,704                  | 13,010    | 8                    | 170       | 74                  | 1,414     | 1,790     | 15,693    | 1,581                        | 9,813     | 980                  | 7,197     | 3,550     | 17,010    | 1         | 27        | 0           | 98        | ...                  | ...       | ...                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| 30,100                 | 2,67,839  | 8                    | 115       | 373                 | 3,719     | 30,641    | 2,01,702  | 31,080                       | 1,00,502  | 5,305                | 37,879    | 39,385    | 1,09,381  | 173       | 1,372     | 16          | 174       | 30                   | 460       | 239                                   | 2,527     | ...                              | ...       |                                |  |  |  |  |  |
| 2,559                  | 5,830     | ...                  | ...       | 174                 | 472       | 2,733     | 6,271     | 1,397                        | 6,251     | 254                  | 1,296     | 1,651     | 7,467     | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| 2,241                  | 11,693    | 14                   | 54        | 228                 | 1,580     | 2,483     | 13,212    | 12,241                       | 5,4738    | 1,087                | 6,157     | 13,328    | 60,895    | 800       | 5,738     | 1           | 9         | 1                    | 3         | 15                                    | 70        | ...                              | ...       |                                |  |  |  |  |  |
| 4,500                  | 40,000    | 180                  | 2,917     | 630                 | 6,702     | 6,331     | 48,938    | 137,151                      | 5,48,707  | 2,259                | 15,690    | 139,407   | 5,61,303  | 36        | 281       | 65          | 1,841     | 19                   | 218       | 1                                     | 28        | ...                              | ...       |                                |  |  |  |  |  |
| ...                    | ...       | ...                  | ...       | ...                 | ...       | ...       | ...       | ...                          | ...       | ...                  | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              | ...       |                                |  |  |  |  |  |
| ...                    | ...       | ...                  | ...       | ...                 | ...       | ...       | ...       | ...                          | ...       | ...                  | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              | ...       |                                |  |  |  |  |  |
| 520                    | 8,733     | 4                    | 64        | 32                  | 573       | 562       | 9,369     | 6,047                        | 37,327    | 871                  | 9,121     | 6,921     | 46,443    | 7         | 101       | 36          | 695       | 1                    | 14        | 80                                    | 843       | ...                              | ...       |                                |  |  |  |  |  |
| 1,770                  | 12,265    | 23                   | 313       | 167                 | 1,633     | 1,659     | 14,211    | 1,768                        | 6,910     | 993                  | 2,130     | 2,151     | 11,040    | 3,671     | 30,360    | 11          | 137       | 13                   | 106       | 9                                     | 96        | ...                              | ...       |                                |  |  |  |  |  |
| 2,408                  | 7,391     | 39                   | 421       | 167                 | 761       | 2,697     | 6,674     | 20,988                       | 30,916    | 421                  | 2,152     | 21,393    | 32,968    | 12        | 61        | 3           | 63        | 3                    | 30        | 7                                     | 82        | ...                              | ...       |                                |  |  |  |  |  |
| 631                    | 1,208     | 1                    | 9         | 14                  | 51        | 516       | 1,269     | 941                          | 2,061     | 07                   | 313       | 973       | 2,374     | 298       | 1,322     | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| 16,529                 | 1,72,757  | 119                  | 2,659     | 651                 | 9,171     | 16,294    | 1,81,557  | 26,396                       | 80,088    | 2,798                | 23,905    | 29,129    | 1,03,993  | 7,598     | 1,23,129  | 615         | 8,900     | 229                  | 2,415     | 475                                   | 11,418    | ...                              | ...       |                                |  |  |  |  |  |
| 2,105                  | 10,062    | 31                   | 605       | 205                 | 1,717     | 2,431     | 12,294    | 29,510                       | 64,083    | 1,250                | 0,343     | 30,745    | 1,01,325  | 311       | 1,884     | 15          | 123       | 4                    | 33        | 22                                    | 174       | ...                              | ...       |                                |  |  |  |  |  |
| 9,603                  | 46,610    | 1,460                | 15,506    | 1,255               | 5,915     | 12,398    | 60,830    | 124,220                      | 1,05,859  | 0,096                | 80,303    | 130,256   | 2,41,861  | 263       | 2,060     | 56          | 659       | 1                    | 6         | 100                                   | 3,003     | ...                              | ...       |                                |  |  |  |  |  |
| 13,980                 | 83,596    | 253                  | 5,639     | 219                 | 2,630     | 13,859    | 91,293    | 96,492                       | 2,32,085  | 5,658                | 38,800    | 101,960   | 2,00,945  | 583       | 7,024     | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| 413                    | 1,991     | ...                  | 3         | 4                   | 37        | 417       | 2,001     | 38                           | 107       | 22                   | 220       | 63        | 393       | 98        | 831       | 1           | 5         | ...                  | ...       | ...                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| ...                    | ...       | ...                  | ...       | ...                 | ...       | ...       | ...       | ...                          | ...       | ...                  | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              | ...       |                                |  |  |  |  |  |
| 46                     | 125       | 6                    | 10        | 13                  | 67        | 64        | 201       | 696                          | 807       | 137                  | 492       | 693       | 1,370     | 1         | 5         | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| ...                    | ...       | ...                  | ...       | ...                 | ...       | ...       | ...       | ...                          | ...       | ...                  | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              | ...       |                                |  |  |  |  |  |
| 11                     | 31        | ...                  | ...       | ...                 | ...       | 11        | 31        | ...                          | ...       | 428                  | 1,223     | 428       | 1,273     | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| 218                    | 2,708     | 10                   | 231       | 45                  | 831       | 273       | 8,771     | 897                          | 10,070    | 368                  | 3,517     | 1,232     | 14,193    | 44        | 63        | 16          | 429       | 19                   | 373       | 52                                    | 1,101     | ...                              | ...       |                                |  |  |  |  |  |
| 10                     | 30        | ...                  | ...       | 4                   | 13        | 20        | 49        | 223                          | 597       | 12                   | 45        | 235       | 642       | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| 9                      | 8         | ...                  | ...       | 1                   | 1         | 10        | 9         | 29                           | 20        | 69                   | 45        | 85        | 85        | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| ...                    | ...       | ...                  | ...       | ...                 | ...       | ...       | ...       | ...                          | ...       | ...                  | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              | ...       |                                |  |  |  |  |  |
| 41                     | 51        | ...                  | ...       | 11                  | 24        | 55        | 76        | 22                           | 40        | 1                    | 4         | 23        | 41        | 3         | 4         | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| 1                      | 5         | ...                  | ...       | ...                 | ...       | 1         | 5         | ...                          | ...       | ...                  | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| 50                     | 661       | 188                  | 4,051     | 59                  | 1,210     | 207       | 7,126     | 149                          | 1,376     | 197                  | 3,409     | 336       | 4,675     | 3         | 53        | 87          | 5         | 141                  | 19        | 313                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| ...                    | ...       | ...                  | ...       | ...                 | ...       | ...       | ...       | ...                          | ...       | ...                  | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              | ...       |                                |  |  |  |  |  |
| ...                    | ...       | ...                  | ...       | ...                 | ...       | ...       | ...       | ...                          | ...       | ...                  | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              | ...       |                                |  |  |  |  |  |
| ...                    | ...       | ...                  | ...       | ...                 | ...       | ...       | ...       | ...                          | ...       | ...                  | ...       | ...       | ...       | ...       | ...       | ...         | ...       | ...                  | ...       | ...                                   | ...       | ...                              | ...       |                                |  |  |  |  |  |
| 245,073                | 11,54,626 | 4,677                | 97,216    | 6,207               | 2,45,104  | 266,217   | 24,67,000 | 1,327,739                    | 41,84,017 | 88,186               | 7,13,110  | 1,416,580 | 46,96,733 | 51,823    | 10,20,286 | 1,060       | 48,164    | 2,319                | 40,050    | 4,121                                 | 82,996    | ...                              | ...       |                                |  |  |  |  |  |
| 998,217                | 20,38,397 | 5,605                | 93,724    | 14,059              | 2,66,067  | 231,881   | 23,65,868 | 1,196,409                    | 35,93,687 | 76,407               | 7,87,624  | 1,164,870 | 40,21,211 | 40,610    | 2,10,768  | 2,498       | 47,825    | 3,428                | 78,370    | 4,963                                 | 92,581    | ...                              | ...       |                                |  |  |  |  |  |
| 13,766                 | 1,21,416  | ...                  | ...       | 2,308               | 18,207    | 14,838    | 1,31,117  | 141,264                      | 2,91,680  | 0,746                | ...       | 161,000   | 2,76,622  | 2,213     | 1,08,621  | 247         | 330       | ...                  | ...       | ...                                   | ...       | ...                              |           |                                |  |  |  |  |  |
| ...                    | ...       | 128                  | 8,609     | ...                 | ...       | ...       | ...       | ...                          | ...       | ...                  | 16,608    | ...       | ...       | ...       | ...       | ...         | ...       | ...                  | 1,108     | 37,330                                | 853       | 9,716                            | ...       |                                |  |  |  |  |  |

## Principal commodities carried by railways and

[The total quantity of each commodity represents the total weight conveyed]

| NAMES.           |                              | XXXIII.                                       |                                  |           |           | XXXIV.    |                                    | GRAND TOTAL. |            |              |
|------------------|------------------------------|---|----------------------------------|-----------|-----------|-----------|------------------------------------|--------------|------------|--------------|
| Main head.       | Sub-head.                    | Railway system, vide Appendix 39.             | Wool.—continued.                 |           |           |           | All other articles of merchandise. |              |            |              |
|                  |                              |   | (2) Manufactured—continued.      |           | TOTAL.    |           |                                    |              |            |              |
|                  |                              |   | (4) Other sorts of manufactures. |           |           |           |                                    |              |            |              |
|                  |                              |   | Quantity.                        | Earnings. | Quantity. | Earnings. | Quantity.                          | Earnings.    | Quantity.  | Earnings.    |
|                  |                              |   | Tons.                            | Rs.       | Tons.     | Rs.       | Tons.                              | Rs.          | Tons.      | Rs.          |
| 5' 6" gauge.     |                              |   |                                  |           |           |           |                                    |              |            |              |
| 1                | (a), (b) & (c)               | Bengal-Nagpur . . . . .                       | ...                              | ...       | ...       | ...       | 137,243                            | 8,05,181     | 3,909,315  | 1,03,68,292  |
| 2                | (e), (f) to (j) & (n) & (o). | Bombay, Baroda and Central India . . . . .    | 78                               | 1,535     | 7,170     | 1,90,437  | 404,940                            | 12,78,606    | 2,067,021  | 1,27,44,412  |
| 3                | ...                          | Eastern Bengal State . . . . .                | ...                              | ...       | 1,729     | 33,014    | 111,205                            | 6,07,714     | 2,065,098  | 1,32,59,077  |
| 4                | ...                          | East Indian . . . . .                         | 1,199                            | 24,274    | 4,202     | 83,267    | 242,876                            | 10,19,950    | 10,556,019 | 5,31,47,186  |
| 5                | ...                          | Great Indian Peninsula . . . . .              | 1,170                            | 20,438    | 2,410     | 52,422    | 311,002                            | 10,03,253    | 4,003,574  | 4,10,99,059  |
| 6                | (a) to (d)                   | Madras . . . . .                              | 548                              | 8,070     | 4,895     | 40,000    | 142,491                            | 10,97,273    | 2,314,455  | 1,18,91,051  |
| 8                | (a) & (b)                    | Nizam's Guaranteed State . . . . .            | ...                              | ...       | 021       | 7,101     | 10,630                             | 1,42,040     | 770,130    | 33,90,603    |
| 9                | ...                          | North Western State . . . . .                 | 1,160                            | 21,913    | 27,317    | 6,58,380  | 381,710                            | 38,61,071    | 4,505,189  | 4,15,47,231  |
| 10               | ...                          | Oudh and Rohilkhand State . . . . .           | 68                               | 522       | 706       | 5,451     | 275,235                            | 14,33,015    | 1,487,264  | 67,84,271    |
| 3' 3 1/2" gauge. |                              |   |                                  |           |           |           |                                    |              |            |              |
| 11               | ...                          | Assam-Bengal . . . . .                        | 26                               | 461       | 33        | 805       | 17,088                             | 97,081       | 476,434    | 10,47,259    |
| 12               | ...                          | Bengal and North-Western . . . . .            | 1                                | 4         | 469       | 4,731     | 97,064                             | 3,57,444     | 1,680,900  | *72,27,155   |
| 13               | ...                          | Bengal-Doon . . . . .                         | ...                              | ...       | ...       | ...       | 5,593                              | 45,853       | 63,261     | 6,61,071     |
| 14               | ...                          | Bhavnagar-Gondal-Junagadh-Porbandar . . . . . | 2                                | 4         | 510       | 5,424     | 9,118                              | 40,119       | 205,522    | 6,82,184     |
| 15               | ...                          | Burma . . . . .                               | 5                                | 110       | 139       | 2,407     | 191,145                            | 7,25,096     | 1,415,286  | 72,95,063    |
| 16               | ...                          | Deoghar . . . . .                             | ...                              | ...       | ...       | ...       | 14,724                             | 5,142        | 14,724     | 5,142        |
| 17               | ...                          | Dibru-Sadiya . . . . .                        | ...                              | ...       | ...       | ...       | 43,126                             | 64,807       | 657,110    | 8,28,408     |
| 8                | (e)                          | Hyderabad-Godavari Valley . . . . .           | ...                              | 5         | 124       | 1,708     | 3,083                              | 45,101       | 235,827    | 18,38,400    |
| 18               | ...                          | Jodhpur-Bikaner . . . . .                     | 328                              | 4,038     | 4,231     | 43,408    | 18,000                             | 90,355       | 16,404     | 24,12,001    |
| 6                | (e) to (h)                   | Madras . . . . .                              | 73                               | 552       | 07        | 817       | 7,104                              | 45,199       | 106,116    | 3,15,305     |
| 10               | ...                          | Morvi . . . . .                               | 1                                | 7         | 308       | 1,591     | 1,214                              | 3,701        | 25,685     | 51,620       |
| 2                | (b) & (g) to (m)             | Rajputana-Malwa . . . . .                     | 163                              | 3,493     | 9,308     | 1,52,663  | 214,714                            | 12,63,378    | 2,318,022  | 1,78,54,155  |
| 20               | (a) & (b)                    | Rohilkhand and Kumaon . . . . .               | 74                               | 406       | 426       | 2,010     | 68,903                             | 1,09,367     | 389,257    | 11,31,216    |
| 21               | ...                          | South Indian . . . . .                        | 61                               | 808       | 839       | 6,425     | 130,082                            | 7,02,078     | 1,502,039  | 60,02,925    |
| 22               | ...                          | Southern Maharashtra . . . . .                | 773                              | 7,584     | 1,305     | 15,292    | 53,900                             | 3,03,541     | 1,161,945  | 70,16,311    |
| 23               | ...                          | Udaipur-Cbltor . . . . .                      | ...                              | 1         | 101       | 650       | 024                                | 5,054        | 21,640     | 98,377       |
| 2' 6" gauge.     |                              |   |                                  |           |           |           |                                    |              |            |              |
| 24               | ...                          | Baraset-Basirhat Light . . . . .              | ...                              | ...       | ...       | ...       | 4,154                              | 6,075        | 4,154      | 6,075        |
| 25               | ...                          | Baral Light . . . . .                         | 6                                | 22        | 7         | 27        | 720                                | 2,350        | 54,077     | 1,53,798     |
| 26               | ...                          | Buxtiarpore-Dehar Light . . . . .             | ...                              | ...       | ...       | ...       | 28,118                             | 41,545       | 28,118     | 41,545       |
| 27               | ...                          | Cutch . . . . .                               | ...                              | ...       | ...       | ...       | 2,398                              | 6,609        | 10,076     | 33,200       |
| 30               | ...                          | Kalka-Simla . . . . .                         | 3                                | 70        | 94        | 2,031     | 3,701                              | 48,262       | 80,471     | 3,20,428     |
| 1                | (e)                          | Mourbhanj . . . . .                           | ...                              | ...       | ...       | ...       | 3,130                              | 8,202        | 12,004     | 18,939       |
| 1                | (d)                          | Parlakimedi Light . . . . .                   | ...                              | ...       | ...       | ...       | 267                                | 262          | 6,136      | 4,800        |
| 20               | (e)                          | Powayan Light . . . . .                       | ...                              | ...       | ...       | ...       | 22,643                             | 34,639       | 31,030     | 46,016       |
| 22               | ...                          | Tarakeshwar-Magra Light . . . . .             | ...                              | ...       | 3         | 4         | 790                                | 990          | 25,578     | 17,606       |
| 23               | ...                          | Tezporo-Balipara Light . . . . .              | ...                              | ...       | ...       | ...       | 6,370                              | 18,010       | 26,614     | 63,708       |
| 2' 0" gauge.     |                              |   |                                  |           |           |           |                                    |              |            |              |
| 36               | ...                          | Darjeeling-Himalayan . . . . .                | 6                                | 116       | 29        | 709       | 4,218                              | 48,249       | 38,233     | 5,04,004     |
| 36               | ...                          | Howrah-Amra Light . . . . .                   | ...                              | ...       | ...       | ...       | 19,805                             | 31,743       | 10,505     | 31,743       |
| 37               | ...                          | Howrah-Sheakhala Light . . . . .              | ...                              | ...       | ...       | ...       | 7,287                              | 9,024        | 7,382      | 9,024        |
| 38               | ...                          | Jorhat . . . . .                              | ...                              | ...       | ...       | ...       | 14,016                             | 59,248       | 14,016     | 59,248       |
| TOTAL 1900       |                              |   | 5,744                            | 90,893    | 66,669    | 12,84,150 | 3,034,078                          | 1,93,07,396  | 44,018,007 | 26,78,08,683 |
| TOTAL 1905       |                              |   | 5,023                            | 87,780    | 65,446    | 12,17,329 | 3,144,067                          | 1,81,30,496  | 40,726,401 | 24,42,00,779 |
| INCREASE         |                              |   | 721                              | 3,113     | 1,223     | 66,821    | ...                                | 12,36,800    | 3,316,116  | 1,36,01,974  |
| DECREASE         |                              |   | ...                              | ...       | ...       | ...       | 100,079                            | ...          | ...        | ...          |

## DIX 17—concluded.

the earnings therefrom during the calendar year 1906.

over all railways in India and is therefore not the same as the total production.]

| ANIMALS.       |           |                |           |                    |           |                   |           |           |           | NUMBER.    | REMARKS.  |
|----------------|-----------|----------------|-----------|--------------------|-----------|-------------------|-----------|-----------|-----------|------------|---|
| (1)<br>Horses. |           | (2)<br>Cattle. |           | (3)<br>Sheep, etc. |           | (4)<br>Elephants. |           | TOTAL.    |           | Main head. |   |
| Quantity.      | Earnings. | Quantity.      | Earnings. | Quantity.          | Earnings. | Quantity.         | Earnings. | Quantity. | Earnings. |            |   |
|                | Tons. Rs. |                | Tons. Rs. |                    | Tons. Rs. |                   | Tons. Rs. |           | Tons. Rs. |            |   |
| 175            | 8,800     | 8,301          | 36,800    | 3,643              | 37,526    | 25                | 1,778     | 12,144    | 85,079    | 1          | * Excluding Rs. 5,42,481 in respect of ferries and steam-boats which are included in the details. |
| 220            | 8,004     | 10,899         | 2,16,470  | 17,769             | 3,45,351  | ...               | ...       | 28,008    | 5,60,767  | 2          |   |
| 30             | 615       | 2,013          | 23,445    | 103                | 1,357     | ...               | ...       | 2,507     | 26,317    | 3          |   |
| 1,320          | 1,46,880  | 3,337          | 76,202    | 5,253              | 1,25,008  | ...               | 3,611     | 0,010     | 3,45,820  | 4          |   |
| 1,100          | 62,800    | 17,512         | 1,52,701  | 6,954              | 1,04,039  | ...               | ...       | 25,000    | 3,00,100  | 5          |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 6          |   |
| 207            | 5,763     | 49             | 863       | 54                 | 780       | ...               | ...       | 301       | 7,405     | 8          |   |
| 2,012          | 52,700    | 4,205          | 60,179    | 427                | 16,207    | ...               | ...       | 6,734     | 1,25,135  | 9          |   |
| 422            | 23,681    | 839            | 8,511     | 16                 | 470       | ...               | ...       | 777       | 32,502    | 10         |   |
| 3              | 66        | 51             | 703       | 222                | 2,734     | ...               | ...       | 275       | 3,013     | 11         |   |
| 135            | 4,729     | 4,000          | 62,530    | 60                 | 805       | ...               | ...       | 4,501     | 68,133    | 12         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 13         |   |
| 10             | 101       | 81             | 775       | 10                 | 112       | ...               | ...       | 107       | 1,061     | 14         |   |
| 786            | 25,457    | 3,742          | 1,10,575  | 2,457              | 63,850    | ...               | ...       | 6,084     | 1,90,882  | 15         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 16         |   |
| ...            | ...       | 85             | 535       | ...                | ...       | ...               | ...       | 85        | 535       | 17         |   |
| 62             | 1,016     | 22             | 718       | 16                 | 303       | ...               | ...       | 100       | 2,637     | 18         |   |
| 36             | 726       | 22             | 350       | 7                  | 60        | ...               | ...       | 65        | 1,135     | 19         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 20         |   |
| 10             | 130       | 4              | 76        | ...                | ...       | ...               | ...       | 11        | 212       | 21         |   |
| 581            | 0,548     | 3,062          | 40,501    | 7,236              | 84,363    | ...               | ...       | 10,687    | 1,40,718  | 22         |   |
| 7              | 127       | 10             | 206       | 1                  | 19        | ...               | ...       | 21        | 442       | 23         |   |
| 36             | 943       | 1,503          | 8,845     | 3,786              | 31,838    | ...               | ...       | 5,417     | 41,076    | 24         |   |
| 230            | 6,505     | 313            | 7,651     | 1,005              | 8,524     | 27                | 894       | 1,605     | 23,564    | 25         |   |
| 4              | 47        | 2              | 10        | ...                | ...       | ...               | ...       | 6         | 67        | 26         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 27         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 28         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 29         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 30         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 31         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 32         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 33         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 34         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 35         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 36         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 37         |   |
| ...            | ...       | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       | 38         |   |
| 7,169          | 3,42,107  | 60,970         | 6,11,218  | 40,072             | 6,23,640  | 52                | 6,308     | 1,17,283  | 10,64,358 |            |   |
| 10,044         | 3,90,407  | 44,193         | 6,38,571  | 44,509             | 7,48,373  | 33                | 3,430     | 68,777    | 17,40,731 |            |   |
| ...            | ...       | 16,777         | 1,72,644  | 4,564              | 75,817    | 20                | 2,676     | 19,506    | 1,07,637  |            |   |
| 2,885          | 83,210    | ...            | ...       | ...                | ...       | ...               | ...       | ...       | ...       |            |   |

## Analysis of working of each railway

NOTE.—Railways not shown

| Serial number.                     | PARTICULARS.  | GAUGE.<br>Number.                                | 5' 6"                       |   |                      |                      |  |                      |                                      |                        |                                 |                      |
|------------------------------------|---|--|-----------------------------|---|----------------------|----------------------|--|----------------------|--------------------------------------|------------------------|---------------------------------|----------------------|
|                                    |   |  | 1 (a)                       | 2 (a) to (f)                                      | 3 (a)                | 4 (a) to (d)         | 5 (a) to (f)                                 | 6 (a) to (d)         | 8 (a) & (b)                          | 9 (a) to (g)           | 10 (a) & (b)                    | 11 (a)               |
|                                    |   |  | Calen-<br>dar year<br>1906. | Bom-<br>bay,<br>Baroda<br>and<br>Central<br>India | Eastern<br>Bengal.   | East<br>Indian.      | Great<br>Indian<br>Peninsula.<br>G.I.P. I.M. | Madras.              | Nizam's<br>Guaran-<br>teed<br>State. | North<br>West-<br>ern. | Oudh<br>and<br>Rohil-<br>khand. | Assam-<br>Bengal.    |
| DESCRIPTION OF RAILWAY WORKED.     |   |  |                             |   |                      |                      |  |                      |                                      |                        |                                 |                      |
| 1                                  | Gauge of railway . . . . .  | ...  | 5' 6"                       | 5' 6"   | 5' 6"                | 5' 6"                | 5' 6"  | 5' 6"                | 5' 6"                                | 5' 6"                  | 5' 6"                           | 3' 3 1/2"            |
| 2                                  | Mileage worked . . . . . Miles  | ...  | 1,698.32                    | 534.03  | 407.95               | 2,324.95             | 1,091.57                                     | 1,178.72             | 1,425.22                             | 351.70                 | 4,111.18                        | 1,220.92             |
| 3                                  | Number of stations . . . . . No.  | ...  | 240                         | 138   | 129                  | 414                  | 264  | 118                  | 318                                  | 45                     | 623                             | 191                  |
| 4                                  | Total length of the following gradients:—   |  |                             |   |                      |                      |  |                      |                                      |                        |                                 |                      |
|                                    | (a) 1/100 and less . . . . . Miles  | ...  | ...                         | ...   | ...                  | 5.90                 | 19.31  | ...                  | ...                                  | 88.62                  | 0.19                            | 10.10                |
|                                    | (b) 1/100 to 1/50 . . . . . "   | ...  | 0.15                        | 1.32  | ...                  | 17.66                | 2.82   | ...                  | 22.34                                | ...                    | 93.23                           | 33.03                |
|                                    | (c) 1/50 to 1/20 . . . . . "  | ...  | 103.90                      | 0.50  | ...                  | 48.86                | 61.90  | 11.23                | 58.97                                | 79.19                  | 137.10                          | 6.41                 |
|                                    | (d) 1/20 to 1/10 . . . . . "  | ...  | 570.81                      | 170.58  | ...                  | 209.49               | 550.16                                       | 365.30               | 294.72                               | 110.99                 | 137.96                          | 19.15                |
|                                    | (e) 1/10 to 1/50 . . . . . "  | ...  | 141.73                      | 63.31   | 5.97                 | 163.31               | 210.95                                       | 105.14               | 156.28                               | 18.22                  | 114.09                          | 22.56                |
| 5                                  | Steepest gradient worked—   |  |                             |   |                      |                      |  |                      |                                      |                        |                                 |                      |
|                                    | (a) Length . . . . . Miles  | ...  | 0.15                        | 1.32  | 2.00                 | 14.26                | 5.99   | 2.10                 | 0.80                                 | 2.52                   | 5.60                            | 0.19                 |
|                                    | (b) Inclination . . . . .   | ...  | 1/100                       | 1/100   | 1/100                | 1/100                | 1/100  | 1/100                | 1/100                                | 1/100                  | 1/100                           | 1/100                |
| FINANCIAL RESULTS.                 |   |  |                             |   |                      |                      |  |                      |                                      |                        |                                 |                      |
| 6                                  | Percentage of net earnings (including steam-boat traffic) for each half-year on capital outlay . . . . . Per cent.  | Calen-<br>dar year<br>1906<br>by half-<br>years. | 1st half<br>2nd "           | 3.16<br>2.16                                      | 4.45<br>3.01         | 1.42<br>3.77         | 4.91<br>4.11                                 | 1.61<br>2.26         | 2.52<br>1.80                         | 2.54<br>1.45           | 3.47<br>2.96                    | 2.56<br>2.71         |
| 7                                  | Percentage of net earnings for each half-year on paid up capital . . . . . Per cent.  | 1st half<br>2nd "                                | 3.11<br>2.17                | ...   | ...                  | ...                  | ...  | 2.57<br>1.88         | 2.54<br>1.46                         | 2.97<br>2.55           | ...                             | ...                  |
| OUTLAY, EARNINGS AND EXPENSES.     |   |  |                             |   |                      |                      |  |                      |                                      |                        |                                 |                      |
| (Exclusive of Steam-boat Service)  |   |  |                             |   |                      |                      |  |                      |                                      |                        |                                 |                      |
| 8                                  | Capital outlay per mile open . . . . . Rs.  | 1st half<br>2nd "                                | 1,46,200<br>1,49,160        | 1,49,859<br>1,50,755                              | 2,05,033<br>2,08,520 | 2,30,318<br>2,17,710 | 1,00,000<br>1,00,000                         | 1,10,153<br>1,39,811 | 1,38,727<br>1,30,457                 | 1,90,369<br>1,30,457   | 1,41,733<br>1,41,006            | 1,18,634<br>1,19,458 |
| 9                                  | Total earnings per mile open per week . . . . .   | 1st half<br>2nd "                                | 318<br>271                  | 591<br>458  | 428<br>662           | 704<br>658           | 481<br>379                                   | 502<br>275           | 250<br>244                           | 250<br>244             | 321<br>317                      | 273<br>231           |
| 10                                 | Total working expenses per mile open per week . . . . .   | 1st half<br>2nd "                                | 131<br>139                  | 260<br>234  | 267<br>335           | 266<br>262           | 222<br>207                                   | 154<br>188           | 165<br>95                            | 172<br>161             | 137<br>127                      | 80<br>102            |
| 11                                 | Total earnings per train-mile . . . . .   | 1st half<br>2nd "                                | 4.61<br>3.92                | 6.67<br>5.54                                      | 3.63<br>4.77         | 4.84<br>4.65         | 4.39<br>3.75                                 | 4.13<br>4.03         | 4.54<br>4.47                         | 3.75<br>3.69           | 3.39<br>3.09                    | 2.42<br>2.82         |
| 12                                 | Total working expenses per train-mile . . . . .   | 1st half<br>2nd "                                | 1.90<br>2.01                | 2.94<br>2.81                                      | 2.61<br>2.42         | 1.83<br>1.85         | 2.03<br>2.05                                 | 2.26<br>2.76         | 1.70<br>1.74                         | 2.00<br>1.87           | 1.70<br>1.70                    | 2.27<br>2.44         |
| 13                                 | Net earnings per train-mile . . . . .   | 1st half<br>2nd "                                | 2.71<br>1.91                | 3.73<br>2.71                                      | 1.02<br>2.35         | 3.02<br>2.80         | 2.36<br>1.70                                 | 2.17<br>1.27         | 2.84<br>2.73                         | 1.75<br>1.82           | 1.69<br>1.39                    | 0.15<br>0.38         |
| 14                                 | Cost per 1,000 gross ton miles moved (freight and dead weight) . . . . .  | 1st half<br>2nd "                                | 1.52<br>5.08                | 6.83<br>7.29                                      | 7.71<br>7.04         | 3.64<br>3.68         | 5.51<br>5.91                                 | 6.43<br>8.32         | 4.33<br>4.37                         | 5.60<br>5.19           | 4.84<br>4.94                    | 11.01<br>10.42       |
| 15                                 | Percentage of total working ex-<br>penses on total earnings . . . . . Per cent.   | 1st half<br>2nd "                                | 41.25<br>51.31              | 44.01<br>51.05                                    | 71.78<br>50.58       | 37.73<br>39.85       | 46.16<br>54.59                               | 50.93<br>68.10       | 37.49<br>38.25                       | 53.31<br>50.07         | 50.20<br>55.10                  | 93.71<br>86.70       |
| 16                                 | Percentage of total working ex-<br>penses on total earnings, exclud-<br>ing from both sides of the account<br>the charges for carriage of<br>revenue stores . . . . . Per cent. | 1st half<br>2nd "                                | 19.72<br>49.73              | 43.16<br>50.65                                    | 72.22<br>50.14       | 36.37<br>38.50       | 41.66<br>53.39                               | 49.41<br>67.29       | 37.22<br>38.76                       | 51.26<br>49.03         | 48.17<br>53.20                  | 93.52<br>86.28       |
| (Inclusive of Steam-boat Service). |   |  |                             |   |                      |                      |  |                      |                                      |                        |                                 |                      |
| 17                                 | Percentage of total working ex-<br>penses on total earnings (for de-<br>tails, see items 123-129) . . . . . Per cent.   | 1st half<br>2nd "                                | 42.13<br>52.45              | 44.01<br>51.05                                    | 71.78<br>50.58       | 37.73<br>40.04       | 46.16<br>54.69                               | 50.93<br>68.40       | 37.49<br>38.85                       | 53.31<br>50.68         | 50.20<br>55.10                  | 93.95<br>86.66       |

## DIX 18.

system during each half-year of 1906.

do not prepare these statistics.

| 3' 33"                    |                                     |          |                 |                            |                  |                  |                       |               |                         |                 | 2' 6"                        |              |  |                  | Gauges.  |                    | Serial number. |
|---------------------------|-------------------------------------|----------|-----------------|----------------------------|------------------|------------------|-----------------------|---------------|-------------------------|-----------------|------------------------------|--------------|--|------------------|----------|--------------------|----------------|
| 12 (a) & (b)              | 14 (a) to (d)                       | 15 (a)   | 3 (b) & (c)     | 8 (c)                      | 13 (a) to (c)    | 2 (g) to (m)     | 20 (a) & (b)          | 21 (a) to (f) | 22 (a) to (j)           | 23 (a)          | 1 (b)                        | 30 (a)       | 9 (h) & (i)                                | 1 (e)            | Number.  | Calendar year 1906 |                |
| Bengal and North-Western. | Bhavnagar-Gondal-Junagadh-Forbandar | Burma.   | Eastern Bengal. | Hyderabad Godavari Valley. | Jodhpur-Bikaner. | Rajputana-Malwa. | Rohilkund and Kumaon. | South Indian. | South-eastern Mahratta. | Udaipur-Chitor. | Jubbulpore-Gondia extension. | Kalka-Simla. | Kinshalgah-Kohat-Thal and Nowshera-Durgai. | Raipur-Dhamtari. |          |                    |                |
| 3' 33"                    | 3' 33"                              | 3' 33"   | 3' 33"          | 3' 33"                     | 3' 33"           | 3' 33"           | 3' 33"                | 3' 33"        | 3' 33"                  | 3' 33"          | 2' 6"                        | 2' 6"        | 2' 6"                                      | 2' 6"            | ...      | 1                  |                |
| 1,621.76                  | 455.45                              | 1,340.15 | 881.82          | 391.13                     | 833.22           | 2,079.85         | 340.36                | 1,815.79      | 1,723.42                | 68.72           | 241.77                       | 59.44        | 181.98                                     | 50.69            | ...      | 2                  |                |
| 287                       | 61                                  | 236      | 145             | 47                         | 85               | 295              | 61                    | 213           | 244                     | 7               | 28                           | 21           | 21   | 9                | ...      | 3                  |                |
| ...                       | 1.83                                | 61.52    | 0.37            | ...                        | ...              | 3.10             | ...                   | 6.04          | 15.66                   | ...             | ...                          | 6.00         | 0.96                                       | 0.27             | ...      | 4                  |                |
| ...                       | 0.28                                | 81.83    | 0.64            | ...                        | ...              | 0.23             | 6.41                  | 14.61         | 75.82                   | ...             | 31.51                        | 2.38         | ...  | ...              | ...      |                    |                |
| 0.69                      | 1.09                                | 47.78    | 2.05            | ...                        | ...              | 18.75            | 8.56                  | 130.82        | 550.10                  | 1.10            | 60.54                        | 9.94         | 43.55                                      | ...              | ...      |                    |                |
| 5.14                      | 123.76                              | 155.52   | 21.23           | 221.73                     | 168.36           | 360.44           | 4.40                  | 213.71        | 265.92                  | 30.75           | 38.07                        | 3.40         | 96.24                                      | 18.00            | ...      |                    |                |
| 4.61                      | 64.74                               | 107.78   | 15.13           | 13.95                      | 61.24            | 173.72           | 6.83                  | 108.56        | 98.45                   | 6.98            | 18.39                        | ...          | 22.74                                      | 1.95             | ...      | 5                  |                |
| 0.69                      | 1.83                                | 9.81     | 0.82            | 5.41                       | 2.31             | 3.40             | 8.00                  | 0.04          | 15.06                   | 0.40            | 0.07                         | 27.61        | 9.43                                       | 0.27             | ...      |                    |                |
| 1.16                      | ...                                 | ...      | 1.10            | 1.88                       | 1.10             | ...              | 75                    | 20            | 1.10                    | 1.10            | ...                          | ...          | ...  | ...              | ...      |                    |                |
| ...                       | ...                                 | ...      | ...             | ...                        | ...              | ...              | ...                   | ...           | ...                     | ...             | ...                          | ...          | ...  | ...              | ...      |                    |                |
| 3.61                      | 3.40                                | 2.84     | 2.78            | 3.51                       | 6.07             | 5.33             | 3.09                  | 2.05          | 2.21                    | 4.34            | 1.25                         | 0.99         | —0.77                                      | 2.81             | 1st half | 6                  |                |
| 2.74                      | 2.16                                | 1.41     | 4.14            | 1.80                       | 3.61             | 3.82             | 2.05                  | 2.87          | 1.29                    | 2.19            | 0.68                         | 0.81         | —0.29                                      | 1.25             | 2nd "    |                    |                |
| ...                       | ...                                 | ...      | ...             | 3.40                       | ...              | ...              | ...                   | ...           | ...                     | ...             | 1.20                         | 1.00         | ...  | 2.81             | 1st half | 7                  |                |
| ...                       | ...                                 | ...      | ...             | 1.81                       | ...              | ...              | ...                   | ...           | ...                     | ...             | 0.66                         | ...          | ...  | 1.25             | 2nd "    |                    |                |
| 77,406                    | 49,860                              | 98,706   | 92,830          | 67,182                     | 25,616           | 74,295           | 52,707                | 78,879        | 79,156                  | 30,759          | 50,941                       | 291,623      | 65,311                                     | 24,530           | 1st half | 8                  |                |
| 79,098                    | 49,963                              | 99,378   | 88,901          | 67,810                     | 25,661           | 75,092           | 55,395                | 79,374        | 79,003                  | 30,811          | 52,361                       | 267,210      | 65,349                                     | 24,926           | 2nd "    |                    |                |
| 182                       | 112                                 | 249      | 218             | 178                        | 104              | 280              | 143                   | 210           | 150                     | 82              | 66                           | 232          | 53   | 47               | 1st half | 9                  |                |
| 163                       | 86                                  | 201      | 250             | 120                        | 84               | 254              | 124                   | 200           | 124                     | 60              | 55                           | 203          | 61   | 32               | 2nd "    |                    |                |
| 69                        | 47                                  | 136      | 133             | 86                         | 38               | 123              | 60                    | 110           | 81                      | 30              | 40                           | 119          | 71   | 20               | 1st half | 10                 |                |
| 75                        | 44                                  | 143      | 113             | 72                         | 48               | 130              | 76                    | 110           | 84                      | 34              | 42                           | 177          | 67   | 20               | 2nd "    |                    |                |
| 3.06                      | 3.88                                | 3.39     | 3.57            | 3.49                       | 3.40             | 3.67             | 3.36                  | 3.26          | 2.63                    | 5.10            | 2.70                         | 5.20         | 0.95                                       | 2.27             | 1st half | 11                 |                |
| 2.77                      | 3.68                                | 2.72     | 3.93            | 2.94                       | 2.56             | 3.20             | 3.00                  | 2.94          | 2.42                    | 3.93            | 2.09                         | 5.42         | 0.95                                       | 1.54             | 2nd "    |                    |                |
| 1.16                      | 1.87                                | 1.85     | 2.18            | 1.68                       | 1.25             | 1.62             | 1.41                  | 1.84          | 1.43                    | 1.88            | 1.70                         | 2.71         | 1.27                                       | 0.96             | 1st half | 12                 |                |
| 1.28                      | 1.90                                | 1.95     | 1.78            | 1.77                       | 1.68             | 1.64             | 1.85                  | 1.61          | 1.64                    | 2.23            | 1.57                         | 3.65         | 1.04                                       | 0.96             | 2nd "    |                    |                |
| 1.90                      | 2.31                                | 1.54     | 1.39            | 1.81                       | 2.15             | 2.05             | 1.94                  | 1.42          | 1.20                    | 3.21            | 1.06                         | 2.59         | —0.32                                      | 1.31             | 1st half | 13                 |                |
| 1.49                      | 1.78                                | 0.78     | 2.15            | 1.17                       | 1.28             | 1.56             | 1.16                  | 1.33          | 0.78                    | 1.70            | 0.52                         | 1.77         | —0.09                                      | 0.58             | 2nd "    |                    |                |
| 4.83                      | 8.76                                | 8.36     | 11.17           | 8.08                       | 5.64             | 6.50             | 6.74                  | 9.29          | 7.29                    | 8.12            | 8.40                         | 31.00        | 21.87                                      | 9.75             | 1st half | 14                 |                |
| 5.48                      | 10.19                               | 8.90     | 8.64            | 8.94                       | 8.07             | 7.05             | 7.18                  | 8.18          | 8.79                    | 11.41           | 7.67                         | 41.55        | 17.83                                      | 12.07            | 2nd "    |                    |                |
| 87.68                     | 42.02                               | 54.68    | 61.14           | 48.25                      | 36.65            | 44.01            | 42.12                 | 56.87         | 54.28                   | 36.94           | 61.53                        | 51.22        | 184.19                                     | 42.34            | 1st half | 15                 |                |
| 46.26                     | 51.62                               | 71.36    | 45.28           | 60.34                      | 57.09            | 51.28            | 61.51                 | 54.72         | 67.68                   | 56.73           | 75.19                        | 67.42        | 109.38                                     | 62.16            | 2nd "    |                    |                |
| 34.79                     | 41.15                               | 53.80    | 58.25           | 46.67                      | 35.67            | 43.07            | 41.51                 | 55.79         | 52.77                   | 36.92           | 54.44                        | 51.13        | 135.04                                     | 38.62            | 1st half | 16                 |                |
| 48.02                     | 51.28                               | 69.78    | 44.06           | 58.44                      | 55.87            | 50.06            | 61.07                 | 54.01         | 68.34                   | 56.70           | 68.67                        | 67.25        | 109.55                                     | 54.24            | 2nd "    |                    |                |
| 39.79                     | 42.02                               | 55.29    | 62.74           | 49.25                      | 36.65            | 44.01            | 39.80                 | 56.87         | 54.28                   | 36.94           | 61.53                        | 51.22        | 187.25                                     | 42.34            | 1st half | 17                 |                |
| 46.81                     | 51.62                               | 71.36    | 46.99           | 60.34                      | 57.09            | 51.28            | 67.72                 | 54.72         | 67.63                   | 56.73           | 75.19                        | 67.42        | 112.25                                     | 62.16            | 2nd "    |                    |                |

## Analysis of working of each railway

Note.—Railways not shown

| Serial number.   | PARTICULARS.   | GAUGE.<br>Number<br>Calendar year<br>1906<br>by half-<br>years. | 5' 6"  |  |  |  |  |  |  |  |  |                    | 11 (a)<br>Assam-<br>Bengal. |
|--|--|---|--|--|--|--|--|--|--|--|--|--------------------|-----------------------------|
|  |  |   | 1 (a)<br>Bengal-<br>Nagpur.                      | 2 (a)<br>(a) to (f)<br>Bombay,<br>Baroda<br>and<br>Central<br>India. | 3 (a)<br>Eastern<br>Bengal.                      | 4<br>(a) to (d)<br>East<br>Indian.               | 5 (a)<br>to (f)<br>Great<br>Indian<br>Peninsula. | 6 (a)<br>to (d)<br>Madras.                       | 7 (a)<br>& (b)<br>Nizam's<br>Guaran-<br>teed<br>State. | 8 (a)<br>to (g)<br>North<br>West-<br>ern.        | 9 (a)<br>& (b)<br>Oudh<br>and<br>Rohil-<br>kund. |                    |                             |
|  |  |   | Calen-<br>dar year<br>1906<br>by half-<br>years. | Calen-<br>dar year<br>1906<br>by half-<br>years.                     | Calen-<br>dar year<br>1906<br>by half-<br>years. | Calen-<br>dar year<br>1906<br>by half-<br>years. | Calen-<br>dar year<br>1906<br>by half-<br>years. | Calen-<br>dar year<br>1906<br>by half-<br>years. | Calen-<br>dar year<br>1906<br>by half-<br>years.       | Calen-<br>dar year<br>1906<br>by half-<br>years. | Calen-<br>dar year<br>1906<br>by half-<br>years. |                    |                             |
| DIVISION OF EXPENDITURE<br>BETWEEN COACHING AND GOODS<br>TRAFFIC.                        |  |   |  |  |  |  |  |  |  |  |  |                    |                             |
| 18   | Total working expenses for both coaching and goods traffic excluding steamboat expenses, and after deducting telegraph and sundry receipts (in thousands of Rs.) | Rs.   | 1st half<br>2nd "                                | 54.54<br>56.78   | 54.76<br>49.31                                   | 37.46<br>41.04                                   | 1,54.22<br>1,54.57                               | 1,61.97<br>1,50.48                               | 54.14<br>67.97   | 9.06<br>8.01                                     | 1,75.88<br>1,69.96                               | 80.07<br>87.28     | 16.31<br>19.06              |
| Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)— |  |   |  |  |  |  |  |  |  |  |  |                    |                             |
| 19   | Coaching in thousands of Rs.   | "   | 1st half<br>2nd "                                | 18.75<br>16.88   | 10.74<br>21.48                                   | 17.81<br>17.24                                   | 42.03<br>43.71                                   | 51.14<br>57.96                                   | 17.41<br>23.71   | 1.95<br>2.18                                     | 52.05<br>54.20                                   | 17.70<br>18.22     | 6.01<br>6.34                |
| 20   | Goods in thousands of Rs.  | "   | 1st half<br>2nd "                                | 40.79<br>39.91   | 35.02<br>27.83                                   | 19.65<br>23.80                                   | 1,12.19<br>1,10.86                               | 1,10.81<br>92.52                                 | 36.73<br>44.23   | 7.11<br>5.83                                     | 1,23.83<br>1,15.67                               | 61.28<br>19.05     | 10.33<br>12.82              |
| COACHING TRAFFIC.  |  |   |  |  |  |  |  |  |  |  |  |                    |                             |
| Gross receipts and train-mileage (in thousands)—   |  |   |  |  |  |  |  |  |  |  |  |                    |                             |
| 21   | Receipts from coaching traffic   | Rs.   | 1st half<br>2nd "                                | 42.35<br>38.27   | 39.50<br>37.37                                   | 25.65<br>25.76                                   | 1,30.63<br>1,20.38                               | 97.97<br>92.38                                   | 41.17<br>38.40   | 6.03<br>5.29                                     | 1,03.19<br>1,08.91                               | 42.41<br>36.16     | 8.72<br>8.24                |
| 22   | Coaching train-miles run   | No.   | 1st half<br>2nd "                                | 1,171<br>1,264   | 1,129<br>1,107                                   | 920<br>979                                       | 3,782<br>3,745                                   | 3,638<br>3,847                                   | 1,058<br>1,313   | 159<br>173                                       | 4,080<br>4,420                                   | 1,500<br>1,594     | 295<br>324                  |
| 23   | Average coaching receipts per train-mile   | Rs.   | 1st half<br>2nd "                                | 3.61<br>3.03   | 3.51<br>3.20                                     | 2.79<br>2.63                                     | 3.45<br>3.21                                     | 2.69<br>2.40                                     | 3.92<br>3.17   | 3.80<br>3.06                                     | 2.38<br>2.45                                     | 2.67<br>2.27       | 2.96<br>2.54                |
| UNITS AND UNIT-MILEAGE.  |  |   |  |  |  |  |  |  |  |  |  |                    |                             |
| Number of units carried one mile (in thousands)—   |  |   |  |  |  |  |  |  |  |  |  |                    |                             |
| 24   | 1st class  | Unit-miles  | 1st half<br>2nd "                                | 1,555<br>1,509   | 2,160<br>1,754                                   | 1,030<br>1,244                                   | 5,165<br>4,303                                   | 8,060<br>9,261                                   | 2,860<br>2,351   | 354<br>471                                       | 4,931<br>4,073                                   | 2,035<br>1,719     | 292<br>369                  |
| 25   | 2nd "  | "   | 1st half<br>2nd "                                | 3,575<br>4,710   | 13,620<br>11,774                                 | 2,074<br>3,482                                   | 11,821<br>14,532                                 | 31,627<br>32,034                                 | 8,810<br>11,080  | 2,271<br>2,125                                   | 12,400<br>15,603                                 | 5,638<br>6,742     | 485<br>531                  |
| 26   | 3rd or intermediate class  | "   | 1st half<br>2nd "                                | 8,005<br>10,389  | 15,928<br>15,632                                 | 14,314<br>18,143                                 | 53,243<br>59,806                                 | 61,812<br>61,342                                 | 2,923<br>2,572   | 4,561<br>5,145                                   | 48,368<br>53,640                                 | 23,808<br>24,505   | 391<br>400                  |
| 27   | 4th or lowest  | "   | 1st half<br>2nd "                                | 280,597<br>247,564   | 239,073<br>220,632                               | 149,782<br>184,571                               | 844,681<br>764,789                               | 533,387<br>481,584                               | 262,830<br>247,574                                     | 34,271<br>30,579                                 | 675,920<br>683,763                               | 247,971<br>207,276 | 40,363<br>45,038            |
| 28   | Total passenger unit-mileage   | "   | 1st half<br>2nd "                                | 203,732<br>264,172   | 270,781<br>249,812                               | 167,800<br>157,440                               | 915,100<br>843,969                               | 634,916<br>584,281                               | 277,452<br>263,577                                     | 41,457<br>38,120                                 | 741,687<br>767,069                               | 279,392<br>237,242 | 50,401<br>45,278            |
| 29   | Other coaching traffic   | Ton-miles   | 1st half<br>2nd "                                | 1,760<br>1,738   | 3,110<br>3,196                                   | 1,105<br>1,407                                   | 9,339<br>9,061                                   | 9,313<br>8,262                                   | 3,170<br>2,810   | 476<br>374                                       | 5,281<br>7,438                                   | 1,874<br>1,631     | 360<br>407                  |
| Average sum received for carrying a unit one mile—                                       |  |   |  |  |  |  |  |  |  |  |  |                    |                             |
| 30   | 1st class  | Pies  | 1st half<br>2nd "                                | 15.08<br>12.27   | 10.11<br>10.22                                   | 13.71<br>12.56                                   | 14.66<br>14.30                                   | 10.95<br>10.76                                   | 12.16<br>12.44   | 14.90<br>15.23                                   | 11.48<br>11.68                                   | 11.71<br>12.00     | 14.47<br>16.22              |
| 31   | 2nd "  | "   | 1st half<br>2nd "                                | 6.65<br>5.98   | 4.55<br>4.96                                     | 6.83<br>5.64                                     | 6.76<br>6.22                                     | 4.27<br>4.55                                     | 4.97<br>4.00   | 4.69<br>4.89                                     | 5.21<br>4.79                                     | 5.34<br>5.37       | 7.98<br>7.81                |
| 32   | 3rd or intermediate class  | "   | 1st half<br>2nd "                                | 3.37<br>3.18   | 3.00<br>3.00                                     | 2.97<br>2.61                                     | 3.25<br>3.00                                     | 2.97<br>2.97                                     | 4.50<br>4.60   | 2.80<br>2.50                                     | 3.02<br>3.02                                     | 3.03<br>3.08       | 4.01<br>3.93                |
| 33   | 4th or lowest  | "   | 1st half<br>2nd "                                | 2.38<br>2.36   | 2.24<br>2.28                                     | 2.44<br>2.50                                     | 2.24<br>2.21                                     | 2.16<br>2.16                                     | 2.24<br>2.23   | 1.99<br>1.99                                     | 2.26<br>2.26                                     | 2.47<br>2.44       | 2.88<br>2.89                |
| 34   | Average for all classes  | "   | 1st half<br>2nd "                                | 2.52<br>2.52   | 2.46<br>2.51                                     | 2.63<br>2.70                                     | 2.43<br>2.40                                     | 2.45<br>2.51                                     | 2.46<br>2.41   | 2.80<br>2.81                                     | 2.48<br>2.43                                     | 2.64<br>2.64       | 3.01<br>3.04                |
| 35   | Other coaching traffic per ton-mile  | "   | 1st half<br>2nd "                                | 40.08<br>40.16   | 28.87<br>28.65                                   | 46.40<br>49.21                                   | 30.49<br>31.30                                   | 28.55<br>37.10                                   | 30.10<br>38.65   | 42.53<br>35.96                                   | 35.44<br>34.12                                   | 40.68<br>40.94     | 42.53<br>42.57              |

## DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

| 3' 34"                                   |  |                    |                    |   |                      |                           |  |                    |                                  |                     | 2' 6"   |                  |  |                           | GAUGES.           |   | Ser.<br>num. |
|--|--|--------------------|--------------------|---|----------------------|---------------------------|--|--------------------|----------------------------------|---------------------|---|------------------|--|---------------------------|-------------------|---|--------------|
| 12<br>(a) & (b)                          | 14<br>(a) to (d)   | 15 (a)             | 8 (b)<br>& (c)     | 8 (c)                                       | 13<br>(a) to (c)     | 2<br>(g) to (m)           | 20 (a)<br>& (b)                        | 21<br>(a) to (f)   | 22<br>(a) to (j)                 | 23 (a)              | 1 (b)   | 30 (a)           | 9 (h) & (i)  | 1 (a)                     | Number.           | Calendar<br>year 1906<br>by half-<br>years. |              |
| Bengal<br>and<br>North-<br>West-<br>ern. | Bhav-<br>nagar-<br>Gundal-<br>Juna-<br>gad-Por-<br>bandar. | Barma.             | Eastern<br>Bengal. | Hyder-<br>abad-<br>Goda-<br>vari<br>Valley. | Jodhpur-<br>Bikaner. | Raj-<br>putana-<br>Malwa. | Rohil-<br>kand<br>and<br>Kna-<br>maon. | South<br>Indian.   | South-<br>ern<br>Mah-<br>aratta. | Udaipur-<br>Chitor. | Jubbil-<br>pore-<br>Gondia<br>exten-<br>sion. | Kalka-<br>Simla. | Khus-hal-<br>garh-<br>Kohat-<br>Thal and<br>Nowshera-<br>Dargai. | Raipur-<br>Dham-<br>tari. |                   |   |              |
| 27.05<br>30.74                           | 5.84<br>4.90   | 46.18<br>48.34     | 26.84<br>23.09     | 8.31<br>6.97                                | 8.05<br>10.13        | 64.61<br>62.74            | 5.32<br>6.89                           | 40.34<br>37.45     | 35.58<br>36.69                   | 51<br>58            | 2.46<br>2.01                                  | 1.82<br>2.09     | 2.42<br>2.26   | 29<br>29                  | 1st half<br>2nd " |   | 18           |
| 11.43<br>14.17                           | 2.62<br>2.09   | 16.86<br>18.53     | 10.82<br>8.92      | 2.82<br>3.08                                | 2.83<br>4.34         | 20.71<br>24.28            | 2.26<br>4.10                           | 18.82<br>17.21     | 11.53<br>13.62                   | 83<br>41            | 91<br>93                                      | 89<br>1.13       | 98<br>1.01   | 8<br>9                    | 1st half<br>2nd " |   | 19           |
| 15.62<br>16.58                           | 2.72<br>1.91   | 19.32<br>20.81     | 16.12<br>15.07     | 5.40<br>3.88                                | 5.22<br>5.78         | 43.90<br>38.51            | 3.06<br>2.70                           | 21.52<br>20.35     | 24.05<br>23.07                   | 18<br>17            | 1.55<br>1.68                                  | 93<br>1.56       | 1.44<br>1.25   | 21<br>20                  | 1st half<br>2nd " |   | 20           |
| 32.67<br>31.42                           | 5.28<br>6.56   | 39.34<br>32.02     | 18.80<br>22.45     | 5.43<br>4.90                                | 7.09<br>7.77         | 40.03<br>48.11            | 5.52<br>5.55                           | 41.01<br>38.40     | 23.83<br>21.73                   | 81<br>65            | 1.92<br>1.59                                  | 2.06<br>2.21     | 1.08<br>1.21   | 30<br>26                  | 1st half<br>2nd " |   | 21           |
| 1,383<br>1,362                           | 189<br>184   | 1,061<br>1,028     | 638<br>697         | 187<br>187                                  | 267<br>302           | 1,800<br>1,999            | 173<br>208                             | 1,165<br>1,229     | 935<br>995                       | 17<br>87            | 59<br>59                                      | 85<br>80         | 76<br>91   | 11<br>12                  | 1st half<br>2nd " |   | 22           |
| 2.59<br>2.81                             | 2.79<br>3.69   | 3.93<br>3.13       | 2.94<br>3.32       | 2.69<br>2.63                                | 2.73<br>2.51         | 2.73<br>2.41              | 3.19<br>2.67                           | 3.52<br>3.13       | 2.30<br>2.18                     | 4.78<br>2.44        | 3.64<br>2.67                                  | 5.06<br>7.24     | 1.42<br>1.84   | 2.76<br>2.10              | 1st half<br>2nd " |   | 23           |
| 456<br>420                               | 189<br>189   | 1,447<br>1,315     | 579<br>645         | 164<br>177                                  | 309<br>215           | 1,342<br>1,041            | 156<br>160                             | 1,241<br>1,042     | 954<br>995                       | 29<br>20            | 37<br>39                                      | 103<br>123       | 55<br>61   | 5<br>3                    | 1st half<br>2nd " |   | 24           |
| 1,208<br>1,224                           | 1,234<br>1,237   | 3,015<br>3,362     | 1,626<br>1,167     | 1,860<br>1,888                              | 753<br>831           | 8,886<br>4,266            | 970<br>1,027                           | 6,239<br>4,368     | 3,772<br>3,599                   | 67<br>53            | 81<br>80                                      | 190<br>218       | 83<br>98   | 6<br>6                    | 1st half<br>2nd " |   | 25           |
| 4,986<br>5,598                           | 1,417<br>1,418   | ...                | 7,726<br>6,095     | ...   | 1,897<br>8,261       | 10,246<br>10,255          | 405<br>471                             | ...                | ...                              | 7<br>66             | 62<br>51                                      | ...              | 78<br>49   | 31<br>23                  | 1st half<br>2nd " |   | 26           |
| 283,125<br>268,137                       | 41,367<br>37,206   | 227,394<br>179,594 | 114,808<br>184,086 | 41,924<br>37,206                            | 52,708<br>55,074     | 384,376<br>381,682        | 38,418<br>37,144                       | 346,761<br>321,818 | 172,764<br>158,664               | 6,434<br>5,165      | 15,750<br>13,556                              | 1,676<br>1,671   | 7,030<br>9,104   | 1,702<br>1,494            | 1st half<br>2nd " |   | 27           |
| 280,775<br>275,479                       | 44,107<br>40,070   | 228,480<br>184,571 | 124,737<br>142,569 | 43,948<br>30,286                            | 55,821<br>68,331     | 399,850<br>397,224        | 39,955<br>38,802                       | 354,244<br>327,228 | 177,490<br>163,268               | 6,587<br>5,304      | 15,930<br>13,726                              | 1,969<br>1,612   | 8,146<br>9,312   | 1,744<br>1,525            | 1st half<br>2nd " |   | 28           |
| 753<br>564                               | 241<br>182   | 965<br>968         | 750<br>1,044       | 245<br>187                                  | 320<br>462           | 3,000<br>3,008            | 168<br>177                             | 860<br>853         | 1,347<br>1,113                   | 42<br>56            | 42<br>40                                      | 49<br>52         | 28<br>27   | 7<br>6                    | 1st half<br>2nd " |   | 29           |
| 19.98<br>13.99                           | 11.34<br>11.29   | 16.13<br>15.29     | 13.84<br>13.82     | 11.45<br>11.79                              | 11.57<br>11.14       | 14.10<br>13.88            | 35.58<br>27.87                         | 11.78<br>11.69     | 15.45<br>15.39                   | 17.85<br>17.93      | 15.85<br>15.62                                | 49.32<br>49.82   | 11.80<br>11.68   | 15.40<br>14.65            | 1st half<br>2nd " |   | 30           |
| 6.32<br>6.09                             | 5.85<br>5.64   | 8.04<br>7.73       | 6.68<br>7.57       | 4.55<br>5.05                                | 6.25<br>6.50         | 6.47<br>6.58              | 7.80<br>8.66                           | 4.33<br>5.06       | 5.68<br>5.94                     | 8.97<br>8.98        | 8.00<br>7.84                                  | 27.48<br>27.48   | 5.81<br>5.68   | 7.93<br>7.40              | 1st half<br>2nd " |   | 31           |
| 3.13<br>3.15                             | 4.00<br>4.00   | ...                | 3.00<br>3.60       | ...   | 2.78<br>2.86         | 2.99<br>2.99              | 4.29<br>4.46                           | ...                | ...                              | 2.99<br>3.00        | 4.50<br>5.38                                  | ...              | 3.00<br>3.00   | 4.50<br>4.50              | 1st half<br>2nd " |   | 32           |
| 1.99<br>1.99                             | 2.75<br>2.75   | 2.99<br>2.97       | 2.50<br>2.43       | 2.00<br>2.00                                | 2.06<br>2.06         | 2.01<br>2.01              | 2.15<br>2.15                           | 2.03<br>2.04       | 2.09<br>2.09                     | 1.99<br>1.99        | 2.00<br>2.00                                  | 2.25<br>2.25     | 2.25<br>2.25   | 3.00<br>3.00              | 1st half<br>2nd " |   | 33           |
| 2.95<br>2.95                             | 2.91<br>2.92   | 3.16<br>3.14       | 2.64<br>2.66       | 2.14<br>2.19                                | 2.19<br>2.20         | 2.12<br>2.12              | 2.40<br>2.45                           | 2.19<br>2.13       | 2.24<br>2.25                     | 2.14<br>2.13        | 2.07<br>2.08                                  | 12.90<br>13.47   | 2.26<br>2.35   | 3.08<br>3.06              | 1st half<br>2nd " |   | 34           |
| 44.95<br>39.18                           | 47.69<br>47.81   | 34.91<br>36.46     | 48.58<br>48.24     | 40.52<br>42.85                              | 42.28<br>42.02       | 30.84<br>27.99            | 59.44<br>64.17                         | 50.61<br>50.08     | 44.96<br>45.50                   | 35.63<br>38.41      | 47.15<br>47.81                                | 204.03<br>206.09 | 58.18<br>52.90   | 45.97<br>45.40            | 1st half<br>2nd " |   | 35           |

## Analysis of working of each railway

NOTE.—Railways not shown

| Serial number.  | PARTICULARS.                          | GAUGE.  |                    |  |                    |                 |                                    |                 |                                   |                        |                                |                   |
|---|---------------------------------------|---|--------------------|--|--------------------|-----------------|------------------------------------|-----------------|-----------------------------------|------------------------|--------------------------------|-------------------|
|   |                                       | Num-<br>ber.  | 5' 6"              |  |                    |                 |                                    |                 |                                   |                        |                                |                   |
|   |                                       |   | 1 (a)              | 2 (a) to<br>(f)                                    | 3 (a)              | 4 (a)<br>to (d) | 5<br>(a) to (f)                    | 6<br>(a) to (d) | 8<br>(a) & (b)                    | 9<br>(a)<br>to (g)     | 10<br>(a) & (b)                | 11 (a)            |
|   |                                       | Calen-<br>dar<br>year<br>1906<br>by half-<br>years. | Bengal-<br>Nagpur. | Bom-<br>bay,<br>Baroda<br>and<br>Central<br>India. | Eastern<br>Bengal. | East<br>Indian. | Great<br>Indian<br>Penin-<br>sula. | Madras.         | Nizam's<br>Guaran-<br>teed State. | North<br>West-<br>ern. | Ondh<br>and<br>Rohil-<br>kund. | Assam-<br>Bongal. |
| COACHING TRAFFIC—contd.                                     |                                       |   |                    |  |                    |                 |                                    |                 |                                   |                        |                                |                   |
| UNITS AND UNIT-MILEAGE—contd.                               |                                       |   |                    |  |                    |                 |                                    |                 |                                   |                        |                                |                   |
| Average number of units in a train—                         |                                       |   |                    |  |                    |                 |                                    |                 |                                   |                        |                                |                   |
| 36  | 1st class . . . . . No.               | 1st half  | 1:33               | 1:01   | 1:12               | 1:35            | 2:22                               | 2:70            | 1:13                              | 1:21                   | 1:31                           | 0:99              |
|   |                                       | 2nd "   | 1:19               | 1:50   | 1:27               | 1:31            | 2:41                               | 1:91            | 0:60                              | 1:06                   | 1:08                           | 0:95              |
| 37  | 2nd " . . . . . "                     | 1st half  | 3:05               | 12:06  | 2:90               | 3:13            | 8:69                               | 8:36            | 7:25                              | 3:04                   | 8:54                           | 1:65              |
|   |                                       | 2nd "   | 3:72               | 10:09  | 3:55               | 3:38            | 8:34                               | 9:14            | 5:42                              | 5:38                   | 8:50                           | 1:64              |
| 38  | 3rd or intermediate class . . . . . " | 1st half  | 6:83               | 14:10  | 15:56              | 14:08           | 17:00                              | 2:76            | 123:91<br>91:16                   | 11:86                  | 10:98                          | 1:12              |
|   |                                       | 2nd "   | 8:22               | 13:42  | 18:73              | 15:97           | 15:95                              | 2:12            |                                   | 12:14                  | 14:12                          | 1:24              |
| 39  | 4th or lowest " . . . . . "           | 1st half  | 239:52             | 211:03   | 162:77             | 223:38          | 146:63                             | 248:44          | 123:91<br>91:16                   | 165:68                 | 155:92                         | 167:61            |
|   |                                       | 2nd "   | 195:85             | 189:10   | 137:42             | 204:18          | 125:18                             | 204:12          |                                   | 154:71                 | 130:03                         | 138:95            |
| 40  | Total passenger units . . . . . "     | 1st half  | 250:73             | 229:76   | 182:35             | 241:01          | 174:54                             | 262:28          | 132:29                            | 181:79                 | 175:75                         | 171:37            |
|   |                                       | 2nd "   | 208:98             | 214:11   | 160:77             | 225:34          | 151:88                             | 217:32          | 97:18                             | 171:44                 | 148:83                         | 142:78            |
| 41  | Other coaching traffic Tons           | 1st half  | 1:50               | 2:78   | 1:20               | 2:47            | 2:57                               | 3:00            | 1:52                              | 1:29                   | 1:18                           | 1:22              |
|   |                                       | 2nd "   | 1:37               | 2:74   | 1:43               | 2:12            | 2:15                               | 2:32            | 0:95                              | 1:08                   | 1:05                           | 1:26              |
| VEHICLES AND VEHICLE MILEAGE—                               |                                       |   |                    |  |                    |                 |                                    |                 |                                   |                        |                                |                   |
| Number of coaching vehicles hauled one mile (in thousands)— |                                       |   |                    |  |                    |                 |                                    |                 |                                   |                        |                                |                   |
| 42  | 1st class . . . . . Vehicle-miles     | 1st half  | 1,447              | 826  | 1,115              | 4,470           | 5,655                              | 1,495           | 395                               | 4,592                  | 1,717                          | 446               |
|   |                                       | 2nd "   | 1,474              | 867  | 1,213              | 4,545           | 6,144                              | 1,373           | 468                               | 4,792                  | 1,699                          | 532               |
| 43  | 2nd " . . . . . "                     | 1st half  | 1,247              | 2,071  | 1,076              | 5,693           | 5,997                              | 1,648           | 392                               | 4,002                  | 1,516                          | 437               |
|   |                                       | 2nd "   | 1,350              | 2,134  | 1,166              | 5,853           | 6,492                              | 1,663           | 461                               | 4,867                  | 1,432                          | 521               |
| 44  | 3rd or intermediate class . . . . . " | 1st half  | 1,220              | 1,044  | 1,890              | 5,556           | 3,979                              | 2:78            | 1,570<br>1,742                    | 5,331                  | 2,544                          | 289               |
|   |                                       | 2nd "   | 1,313              | 1,217  | 2,908              | 6,217           | 4,956                              | 1:59            |                                   | 5,597                  | 2,005                          | 217               |
| 45  | 4th or lowest " . . . . . "           | 1st half  | 11,641             | 9,653  | 7,005              | 37,350          | 23,127                             | 9,741           | 1,742                             | 32,446                 | 9,710                          | 3,358             |
|   |                                       | 2nd "   | 12,820             | 9,063  | 7,382              | 36,497          | 23,736                             | 10,053          |                                   | 36,160                 | 9,230                          | 3,496             |
| 46  | Other vehicles . . . . . "            | 1st half  | 1,015              | 1,741  | 1,594              | 5,520           | 6,519                              | 1,038           | 201                               | 3,408                  | 1,325                          | 540               |
|   |                                       | 2nd "   | 955                | 1,925  | 1,604              | 5,709           | 6,706                              | 1,472           | 187                               | 4,282                  | 1,473                          | 570               |
| 47  | Brake-vans . . . . . "                | 1st half  | 2,157              | 1,435  | 1,068              | 6,521           | 6,801                              | 2,279           | 352                               | 6,655                  | 2,409                          | 339               |
|   |                                       | 2nd "   | 2,421              | 1,545  | 1,097              | 6,117           | 6,594                              | 2,713           | 437                               | 6,628                  | 2,419                          | 405               |
| 48  | Total . . . . . "                     | 1st half  | 18,727             | 16,775   | 13,738             | 63,050          | 51,698                             | 17,059          | 2,887                             | 57,074                 | 19,021                         | 5,422             |
|   |                                       | 2nd "   | 20,333             | 17,351   | 14,470             | 64,938          | 53,758                             | 17,463          | 3,295                             | 62,320                 | 18,815                         | 5,741             |
| Average number of vehicles in a coaching train—             |                                       |   |                    |  |                    |                 |                                    |                 |                                   |                        |                                |                   |
| 49  | 1st class . . . . . No.               | 1st half  | 1:24               | 0:73   | 1:21               | 1:17            | 1:55                               | 1:41            | 1:28                              | 1:13                   | 1:08                           | 1:51              |
|   |                                       | 2nd "   | 1:17               | 0:74   | 1:24               | 1:21            | 1:60                               | 1:13            | 1:19                              | 1:08                   | 1:06                           | 1:64              |
| 50  | 2nd " . . . . . "                     | 1st half  | 1:06               | 1:84   | 1:17               | 1:51            | 1:65                               | 1:56            | 1:16                              | 1:13                   | 0:95                           | 1:48              |
|   |                                       | 2nd "   | 1:06               | 1:83   | 1:19               | 1:56            | 1:39                               | 1:37            | 1:18                              | 0:10                   | 1:90                           | 1:61              |
| 51  | 3rd or intermediate class . . . . . " | 1st half  | 1:04               | 0:92   | 2:04               | 1:47            | 1:09                               | 0:24            | 5:01<br>4:45                      | 1:31                   | 1:60                           | 0:06              |
|   |                                       | 2nd "   | 1:04               | 1:04   | 2:05               | 1:66            | 1:08                               | 0:16            |                                   | 1:27                   | 1:63                           | 0:07              |
| 52  | 4th or lowest " . . . . . "           | 1st half  | 9:93               | 8:55   | 7:61               | 9:84            | 6:36                               | 9:21            | 4:45<br>4:45                      | 7:95                   | 6:11                           | 11:40             |
|   |                                       | 2nd "   | 10:14              | 8:28   | 7:54               | 9:74            | 6:17                               | 8:29            |                                   | 8:18                   | 5:79                           | 10:78             |
| 53  | Other vehicles . . . . . "            | 1st half  | 0:87               | 1:14   | 1:74               | 1:46            | 1:80                               | 1:55            | 0:64                              | 0:83                   | 0:71                           | 1:83              |
|   |                                       | 2nd "   | 0:76               | 1:65   | 1:64               | 1:52            | 1:74                               | 1:21            | 0:43                              | 0:97                   | 0:92                           | 1:76              |
| 54  | Brake-vans . . . . . "                | 1st half  | 1:84               | 1:27   | 1:16               | 1:73            | 1:76                               | 2:16            | 1:14                              | 1:63                   | 1:52                           | 1:22              |
|   |                                       | 2nd "   | 1:92               | 1:33   | 1:12               | 1:63            | 1:71                               | 2:24            | 1:11                              | 1:50                   | 1:53                           | 1:25              |
| 55  | Total . . . . . "                     | 1st half  | 15:98              | 14:85  | 14:93              | 16:67           | 14:21                              | 16:13           | 9:21                              | 13:98                  | 11:97                          | 18:40             |
|   |                                       | 2nd "   | 16:09              | 14:67  | 14:78              | 17:34           | 13:97                              | 14:40           | 8:41                              | 14:10                  | 11:82                          | 17:71             |
| Average earnings per coaching vehicle per mile—             |                                       |   |                    |  |                    |                 |                                    |                 |                                   |                        |                                |                   |
| 56  | 1st class . . . . . Pies              | 1st half  | 16:22              | 26:44  | 12:67              | 16:97           | 15:80                              | 23:27           | 13:42                             | 12:33                  | 14:22                          | 10:78             |
|   |                                       | 2nd "   | 13:58              | 20:68  | 13:93              | 15:42           | 16:23                              | 21:29           | 8:83                              | 11:39                  | 12:24                          | 9:40              |
| 57  | 2nd " . . . . . "                     | 1st half  | 19:07              | 29:85  | 16:98              | 14:04           | 23:53                              | 26:67           | 29:42                             | 14:05                  | 19:52                          | 8:86              |
|   |                                       | 2nd "   | 20:85              | 27:96  | 16:83              | 15:45           | 22:49                              | 26:63           | 22:51                             | 15:36                  | 21:58                          | 7:97              |
| 58  | 3rd or intermediate class . . . . . " | 1st half  | 22:16              | 45:74  | 23:60              | 31:13           | 46:15                              | 51:02           | 50:71<br>42:31                    | 27:86                  | 28:34                          | 4:71              |
|   |                                       | 2nd "   | 25:17              | 38:55  | 23:69              | 28:61           | 44:57                              | 61:41           |                                   | 28:90                  | 26:14                          | 7:35              |
| 59  | 4th or lowest " . . . . . "           | 1st half  | 57:41              | 53:49  | 53:28              | 53:64           | 49:74                              | 60:58           | 42:31<br>42:31                    | 47:06                  | 63:08                          | 48:30             |
|   |                                       | 2nd "   | 45:53              | 52:02  | 46:23              | 46:25           | 43:79                              | 51:84           |                                   | 42:76                  | 54:79                          | 37:21             |
| 60  | Other vehicles . . . . . "            | 1st half  | 69:47              | 53:36  | 32:22              | 51:51           | 49:44                              | 69:85           | 100:60                            | 54:92                  | 67:73                          | 28:56             |
|   |                                       | 2nd "   | 73:04              | 47:56  | 43:76              | 49:68           | 45:71                              | 68:67           | 70:78                             | 59:36                  | 46:72                          | 30:45             |

## DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

| 3' 31"                    |                                      |                  |                  |                            |                  |                  |                       |                  |                  |                  | 2' 6"                        |                  |   |                  | GAUGE.                            |  |
|---------------------------|--------------------------------------|------------------|------------------|----------------------------|------------------|------------------|-----------------------|------------------|------------------|------------------|------------------------------|------------------|---|------------------|-----------------------------------|--|
| 12 (a) & (b)              | 14 (a) to (d)                        | 15 (a)           | 8 (b) and (c)    | 8 (c)                      | 18 (a) to (c)    | 2 (y) to (m)     | 20 (a) & (b)          | 21 (a) to (f)    | 22 (a) to (j)    | 23 (a)           | 1 (b)                        | 30 (a)           | 9 (h) & (i)                                 | 1 (c)            | Number.                           |  |
| Bengal and North-Western. | Bhavanagar-Gondal-Junagad-Porbandar. | Burma.           | Eastern Bengal.  | Hyderabad-Godavari Valley. | Jodhpur-Bikaner. | Rajputana-Malwa. | Rohilkund and Kumaon. | South Indian.    | South Mahratta.  | Udaipur-Cithor.  | Jubbulpore-Gondal-Extensmon. | Kalka-Simla.     | Khushalgarh-Kohat-Thal and Nowshera-Dargai. | Raipur-Dhamtari. | Calendar year 1906 by half-years. |  |
| 0.36<br>0.31              | 1.00<br>1.04                         | 1.44<br>1.28     | 0.91<br>0.92     | 0.53<br>0.58               | 1.16<br>0.71     | 0.74<br>0.52     | 0.90<br>0.77          | 1.06<br>0.85     | 0.96<br>1.00     | 1.63<br>0.76     | 0.75<br>0.65                 | 2.99<br>4.04     | 0.73<br>0.67                                | 0.48<br>0.23     | 1st half<br>2nd "                 |  |
| 0.96<br>0.97              | 6.52<br>6.71                         | 3.64<br>3.27     | 2.55<br>1.87     | 5.99<br>6.10               | 2.81<br>2.75     | 2.16<br>2.13     | 5.63<br>4.94          | 5.36<br>3.55     | 3.79<br>3.62     | 3.94<br>1.97     | 1.63<br>1.35                 | 5.48<br>7.15     | 1.10<br>1.08                                | 0.54<br>0.49     | 1st half<br>2nd "                 |  |
| 3.95<br>4.11              | 7.49<br>7.93                         | ...              | 12.11<br>8.73    | ...                        | 7.48<br>7.49     | 5.69<br>5.13     | 2.34<br>2.27          | ...              | ...              | 0.40<br>2.45     | 1.26<br>0.86                 | ...              | 1.02<br>0.54                                | 2.92<br>1.81     | 1st half<br>2nd "                 |  |
| 234.21<br>196.87          | 217.96<br>203.63                     | 223.13<br>175.02 | 179.98<br>193.13 | 185.08<br>129.61           | 197.50<br>182.45 | 213.51<br>190.80 | 221.84<br>178.75      | 297.67<br>261.94 | 173.64<br>159.41 | 377.90<br>193.03 | 317.92<br>227.96             | 48.42<br>54.85   | 104.38<br>100.42                            | 158.25<br>122.09 | 1st half<br>2nd "                 |  |
| 229.48<br>202.26          | 232.96<br>218.31                     | 228.21<br>179.57 | 195.55<br>204.45 | 111.60<br>127.32           | 209.04<br>193.40 | 222.10<br>198.67 | 230.71<br>186.73      | 304.09<br>266.34 | 178.39<br>164.03 | 383.92<br>198.22 | 321.56<br>130.82             | 59.89<br>66.01   | 107.23<br>102.71                            | 162.19<br>121.62 | 1st half<br>2nd "                 |  |
| 0.60<br>0.71              | 1.27<br>0.99                         | 0.90<br>0.94     | 1.18<br>1.50     | 0.79<br>0.60               | 1.23<br>1.33     | 1.07<br>1.50     | 0.97<br>0.85          | 0.74<br>0.69     | 1.35<br>1.12     | 2.43<br>1.35     | 0.84<br>0.68                 | 1.42<br>1.71     | 0.36<br>0.29                                | 0.65<br>0.47     | 1st half<br>2nd "                 |  |
| 2,214<br>2,237            | 314<br>310                           | 1,528<br>1,556   | 930<br>854       | 331<br>331                 | 330<br>351       | 2,420<br>2,501   | 307<br>371            | 1,326<br>1,445   | 1,423<br>1,433   | 22<br>28         | 67<br>76                     | 36<br>42         | 35<br>42                                    | 6<br>6           | 1st half<br>2nd "                 |  |
| 1,907<br>1,907            | 414<br>430                           | 1,907<br>1,911   | 769<br>799       | 858<br>363                 | 350<br>348       | 2,310<br>2,431   | 259<br>328            | 1,413<br>1,589   | 1,407<br>1,408   | 29<br>22         | 66<br>76                     | 37<br>41         | 35<br>41                                    | 6<br>6           | 1st half<br>2nd "                 |  |
| 2,274<br>2,212            | 300<br>341                           | ...              | 1,465<br>1,560   | ...                        | 498<br>448       | 1,112<br>1,214   | 168<br>158            | ...              | ...              | 6<br>28          | 39<br>45                     | ...              | 50<br>43                                    | ...              | 1st half<br>2nd "                 |  |
| 20,117<br>20,661          | 2,450<br>2,451                       | 15,051<br>15,630 | 7,145<br>7,634   | 1,082<br>1,609             | 3,525<br>3,746   | 24,994<br>27,085 | 2,352<br>2,679        | 16,926<br>17,420 | 11,577<br>11,229 | 332<br>266       | 1,248<br>1,308               | 152<br>154       | 478<br>635                                  | 138<br>124       | 1st half<br>2nd "                 |  |
| 441<br>449                | 127<br>131                           | 1,069<br>936     | 928<br>888       | 154<br>147                 | 317<br>367       | 1,703<br>1,830   | 58<br>116             | 2,080<br>2,018   | 1,424<br>1,197   | 6<br>8           | 49<br>81                     | ...              | 37<br>104                                   | 7<br>7           | 1st half<br>2nd "                 |  |
| 2,799<br>3,250            | 474<br>417                           | 1,434<br>1,465   | 783<br>824       | 299<br>296                 | 912<br>933       | 4,221<br>4,880   | 564<br>418            | 1,116<br>1,060   | 1,646<br>1,613   | 54<br>52         | 49<br>53                     | 71<br>78         | 76<br>60                                    | 19<br>21         | 1st half<br>2nd "                 |  |
| 29,752<br>30,776          | 4,079<br>4,110                       | 20,984<br>21,498 | 11,970<br>12,559 | 2,824<br>2,746             | 5,872<br>6,103   | 36,760<br>39,951 | 8,708<br>4,100        | 22,891<br>23,562 | 17,477<br>16,970 | 449<br>404       | 1,518<br>1,729               | 299<br>315       | 711<br>925                                  | 176<br>164       | 1st half<br>2nd "                 |  |
| 1.75<br>1.64              | 1.66<br>1.70                         | 1.53<br>1.51     | 1.46<br>1.22     | 1.07<br>1.07               | 1.24<br>1.16     | 1.34<br>1.25     | 1.77<br>1.78          | 1.14<br>1.18     | 1.43<br>1.44     | 1.30<br>1.03     | 1.34<br>1.29                 | 1.04<br>1.37     | 0.46<br>0.47                                | 0.59<br>0.53     | 1st half<br>2nd "                 |  |
| 1.51<br>1.45              | 2.19<br>2.34                         | 1.91<br>1.86     | 1.21<br>1.15     | 1.15<br>1.18               | 1.31<br>1.15     | 1.28<br>1.22     | 1.49<br>1.38          | 1.24<br>1.29     | 1.41<br>1.51     | 1.68<br>0.84     | 1.34<br>1.29                 | 1.08<br>1.31     | 0.46<br>0.45                                | 0.59<br>0.53     | 1st half<br>2nd "                 |  |
| 1.80<br>1.62              | 1.18<br>1.87                         | ...              | 2.29<br>2.24     | ...                        | 1.64<br>1.49     | 0.62<br>0.61     | 0.97<br>0.76          | ...              | ...              | 0.37<br>1.05     | 0.78<br>0.74                 | ...              | 0.64<br>0.47                                | 12.82<br>10.12   | 1st half<br>2nd "                 |  |
| 15.93<br>16.17            | 12.94<br>13.41                       | 15.03<br>15.21   | 11.20<br>10.95   | 5.42<br>5.22               | 13.20<br>12.41   | 13.88<br>13.55   | 18.50<br>12.89        | 14.53<br>14.18   | 11.64<br>11.28   | 19.46<br>9.96    | 25.20<br>25.70               | 4.39<br>5.07     | 6.29<br>7.00                                | 10.12<br>7.00    | 1st half<br>2nd "                 |  |
| 0.35<br>0.33              | 0.67<br>0.72                         | 1.07<br>0.91     | 1.45<br>1.27     | 0.50<br>0.47               | 1.19<br>1.22     | 0.95<br>0.91     | 0.34<br>0.71          | 1.78<br>1.67     | 1.43<br>1.20     | 0.36<br>0.29     | 0.99<br>1.36                 | ...              | 0.49<br>1.15                                | 0.09<br>0.56     | 1st half<br>2nd "                 |  |
| 2.22<br>2.39              | 2.50<br>2.45                         | 1.43<br>1.43     | 1.15<br>1.18     | 0.96<br>0.96               | 3.41<br>3.69     | 2.35<br>2.44     | 3.26<br>2.01          | 0.96<br>0.86     | 1.66<br>1.62     | 3.13<br>1.98     | 0.99<br>0.90                 | 2.15<br>2.57     | 1.00<br>0.66                                | 1.73<br>1.70     | 1st half<br>2nd "                 |  |
| 23.56<br>22.80            | 21.54<br>22.49                       | 20.96<br>20.92   | 18.76<br>18.01   | 9.10<br>8.90               | 31.99<br>20.52   | 20.42<br>19.98   | 21.42<br>19.73        | 19.65<br>19.18   | 17.87<br>17.05   | 26.30<br>15.10   | 30.64<br>29.08               | 8.06<br>10.35    | 9.36<br>10.20                               | 10.42<br>18.44   | 1st half<br>2nd "                 |  |
| 2.67<br>2.44              | 6.82<br>6.89                         | 15.31<br>12.92   | 8.61<br>10.43    | 5.69<br>6.33               | 10.83<br>9.29    | 7.81<br>5.72     | 13.02<br>12.00        | 11.03<br>8.43    | 10.86<br>10.69   | 23.08<br>13.20   | 8.85<br>7.81                 | 165.93<br>169.44 | 18.60<br>16.63                              | 12.62<br>6.45    | 1st half<br>2nd "                 |  |
| 3.88<br>4.10              | 16.81<br>16.10                       | 15.38<br>18.60   | 14.12<br>13.98   | 23.67<br>26.18             | 13.48<br>15.53   | 10.89<br>11.44   | 29.42<br>27.11        | 18.73<br>18.57   | 15.72<br>14.29   | 21.06<br>21.68   | 5.73<br>8.20                 | 163.11<br>171.08 | 18.85<br>18.04                              | 7.93<br>6.74     | 1st half<br>2nd "                 |  |
| 6.85<br>7.98              | 16.89<br>16.99                       | ...              | 15.85<br>17.95   | ...                        | 12.65<br>14.44   | 27.59<br>25.28   | 10.33<br>13.29        | ...              | ...              | 3.18<br>7.01     | 7.27<br>0.19                 | ...              | 4.67<br>8.44                                | 38.05<br>37.00   | 1st half<br>2nd "                 |  |
| 26.07<br>28.96            | 46.32<br>41.74                       | 44.44<br>34.13   | 40.17<br>43.45   | 49.88<br>46.28             | 30.81<br>30.24   | 30.97<br>28.30   | 35.13<br>29.77        | 41.49<br>37.75   | 31.14<br>29.48   | 38.79<br>38.69   | 25.23<br>19.40               | 116.65<br>113.53 | 87.34<br>32.26                              | ...              | 1st half<br>2nd "                 |  |
| 75.24<br>61.15            | 90.89<br>66.38                       | 32.42<br>37.71   | 34.41<br>37.92   | 64.34<br>55.77             | 48.40<br>46.05   | 54.34<br>45.90   | 171.87<br>77.81       | 20.92<br>20.84   | 42.24<br>41.36   | 238.77<br>151.08 | 40.00<br>28.61               | 134.48<br>137.16 | 39.26<br>13.45                              | 42.92<br>38.02   | 1st half<br>2nd "                 |  |

### *Analysis of working of each railway*

NOTE.—Railways not shown

| Serial number. | PARTICULARS.  | GAUGE.              | 5' 6"              |                    |                                   |                        |                        |                         |                  |                           |                    |                      |               |
|----------------|---|---------------------|--------------------|--------------------|-----------------------------------|------------------------|------------------------|-------------------------|------------------|---------------------------|--------------------|----------------------|---------------|
|                |   |                     | Number             | 1 (a)              | 2 (a) to (f)                      | 3 (a)                  | 4 (a) to (d)           | 5 (a) to (f)            | 6 (a) to (d)     | 8 (a) & (b)               | 9 (a) to (g)       | 10 (a) & (b)         | 11 (a)        |
|                |   |                     |                    | Bengal Nagpur.     | Bombay, Baroda and Central India. | Eastern Bengal.        | East Indian.           | Great Indian Peninsula. | Madras.          | Nizam's Guaranteed State. | North Western.     | Ondh and Rohilkhand. | Assam-Bengal. |
|                | COACHING TRAFFIC—contd.   |                     |                    |                    |                                   |                        |                        |                         |                  |                           |                    |                      |               |
|                | VEHICLES AND VEHICLE-MILEAGE—contd.   |                     |                    |                    |                                   |                        |                        |                         |                  |                           |                    |                      |               |
|                | Carrying capacity hauled one mile (excluding brakes) (in thousands)                     |                     |                    |                    |                                   |                        |                        |                         |                  |                           |                    |                      |               |
| 61             | 1st class . . . . . <i>Seats</i>  | { 1st half<br>2nd " | 13,043<br>12,929   | 20,573<br>21,217   | 23,553<br>25,744                  | 64,100<br>67,210       | 77,723<br>85,297       | 14,572<br>13,988        | 4,965<br>5,838   | 82,585<br>85,873          | 38,880<br>37,609   | 5,213<br>6,143       |               |
| 62             | 2nd " . . . . . "   | { 1st half<br>2nd " | 17,207<br>18,533   | 60,053<br>70,229   | 26,188<br>28,451                  | 123,544<br>127,421     | 160,082<br>175,708     | 28,341<br>28,460        | 7,991<br>10,332  | 96,302<br>130,371         | 34,493<br>32,417   | 5,099<br>6,067       |               |
| 63             | 3rd or intermediate class . . . . . "   | { 1st half<br>2nd " | 40,967<br>42,236   | 43,944<br>50,420   | 86,318<br>91,250                  | 247,481<br>273,885     | 220,534<br>226,406     | 10,216<br>7,472         |                  | 186,976<br>199,721        | 88,671<br>90,940   | 6,392<br>4,151       |               |
| 64             | 4th or lowest class . . . . . "   | { 1st half<br>2nd " | 617,361<br>668,275 | 328,199<br>321,781 | 393,326<br>416,261                | 1,942,311<br>3,014,869 | 1,175,214<br>1,207,637 | 571,048<br>569,838      | 85,944<br>90,600 | 1,714,313<br>1,913,161    | 555,281<br>537,458 | 118,075<br>124,315   |               |
| 65             | Other vehicles . . . . . <i>Tons</i>  | { 1st half<br>2nd " | 8,452<br>7,205     | 8,704<br>9,471     | 15,179<br>13,619                  | 54,609<br>46,303       | 33,549<br>34,200       | 9,787<br>8,378          | 1,243<br>1,482   | 43,896<br>58,516          | 25,570<br>27,696   | 1,636<br>1,732       |               |
|                | Percentage of freight upon capacity hauled—   |                     |                    |                    |                                   |                        |                        |                         |                  |                           |                    |                      |               |
| 66             | 1st class . . . . . <i>Per cent.</i>  | { 1st half<br>2nd " | 11.92<br>11.66     | 10.50<br>8.27      | 4.37<br>4.69                      | 7.93<br>7.29           | 10.87<br>10.86         | 19.63<br>16.80          | 7.12<br>4.57     | 5.97<br>5.41              | 5.36<br>4.57       | 5.60<br>5.02         |               |
| 67             | 2nd " . . . . . "   | { 1st half<br>2nd " | 20.78<br>25.43     | 19.73<br>16.77     | 10.21<br>12.23                    | 9.57<br>11.40          | 19.68<br>18.27         | 31.19<br>38.92          | 38.42<br>20.76   | 12.80<br>15.35            | 16.35<br>17.71     | 9.51<br>8.76         |               |
| 68             | 3rd or intermediate class . . . . . "   | { 1st half<br>2nd " | 19.54<br>21.60     | 36.25<br>31.04     | 16.58<br>19.24                    | 21.51<br>21.84         | 28.01<br>27.65         | 38.60<br>34.13          |                  | 25.87<br>26.86            | 26.85<br>24.75     | 5.17<br>9.61         |               |
| 69             | 4th or lowest class . . . . . "   | { 1st half<br>2nd " | 45.45<br>37.05     | 45.11<br>42.23     | 37.89<br>32.32                    | 43.50<br>37.40         | 45.30<br>39.88         | 46.03<br>41.97          | 45.18<br>37.37   | 39.43<br>35.74            | 43.85<br>38.57     | 41.82<br>30.23       |               |
| 70             | Other vehicles . . . . . "  | { 1st half<br>2nd " | 20.81<br>24.12     | 35.80<br>31.74     | 7.98<br>10.83                     | 17.01<br>19.57         | 27.85<br>24.15         | 32.39<br>33.65          | 38.33<br>25.21   | 19.03<br>12.71            | 7.33<br>6.07       | 21.74<br>23.31       |               |
|                | WEIGHT OF TRAIN AND TON-MILEAGE.  |                     |                    |                    |                                   |                        |                        |                         |                  |                           |                    |                      |               |
|                | Gross ton-mileage of all coaching trains (in thousands)                                 |                     |                    |                    |                                   |                        |                        |                         |                  |                           |                    |                      |               |
| 71             | Freight . . . . . <i>Ton-miles</i>  | { 1st half<br>2nd " | 19,518<br>17,743   | 19,725<br>8,490    | 11,175<br>10,972                  | 61,673<br>60,196       | 48,893<br>41,331       | 20,109<br>18,950        | 3,023<br>2,714   | 50,224<br>53,397          | 18,854<br>16,090   | 3,411<br>3,207       |               |
| 72             | Dead weight . . . . . "   | { 1st half<br>2nd " | 281,544<br>311,233 | 262,998<br>279,676 | 219,875<br>238,849                | 1,089,171<br>1,128,631 | 880,101<br>936,024     | 250,611<br>265,437      | 41,902<br>47,161 | 879,032<br>993,712        | 348,384<br>353,051 | 51,142<br>56,696     |               |
| 73             | Total . . . . . "   | { 1st half<br>2nd " | 304,068<br>331,976 | 289,023<br>298,166 | 231,050<br>244,21                 | 1,153,844<br>1,188,877 | 928,497<br>980,355     | 270,720<br>284,787      | 44,925<br>49,875 | 929,256<br>1,047,109      | 367,218<br>369,150 | 54,553<br>59,903     |               |
|                | Average weight of a coaching train—   |                     |                    |                    |                                   |                        |                        |                         |                  |                           |                    |                      |               |
| 74             | Freight . . . . . <i>Tons</i>   | { 1st half<br>2nd " | 16.66<br>14.04     | 17.96<br>15.85     | 12.15<br>11.21                    | 17.10<br>16.07         | 13.36<br>11.52         | 19.01<br>15.63          | 9.65<br>6.92     | 12.31<br>12.68            | 11.85<br>10.10     | 11.68<br>9.89        |               |
| 75             | Dead weight . . . . . "   | { 1st half<br>2nd " | 242.88<br>248.58   | 278.45<br>330.71   | 238.91<br>258.80                  | 287.95<br>301.36       | 241.94<br>243.31       | 236.89<br>119.18        | 131.71<br>120.35 | 215.47<br>214.85          | 219.15<br>221.47   | 173.57<br>174.92     |               |
| 76             | Total . . . . . "   | { 1st half<br>2nd " | 250.54<br>262.62   | 255.91<br>255.56   | 251.09<br>250.01                  | 305.05<br>317.42       | 285.21<br>251.83       | 255.90<br>231.81        | 149.36<br>117.27 | 227.78<br>236.93          | 231.00<br>231.57   | 185.15<br>184.81     |               |
|                | COST OF WORKING AND PROFITS—  |                     |                    |                    |                                   |                        |                        |                         |                  |                           |                    |                      |               |
| 77             | Average cost of hauling a coaching train one mile . . . . . <i>Rs.</i>                  | { 1st half<br>2nd " | 1.17<br>1.33       | 1.75<br>1.84       | 1.94<br>1.96                      | 1.11<br>1.17           | 1.41<br>1.51           | 1.65<br>1.95            | 1.22<br>1.26     | 1.28<br>1.23              | 1.12<br>1.14       | 2.04<br>1.93         |               |
| 78             | Average cost of hauling a coaching vehicle with its load one mile . . . . . <i>Pies</i> | { 1st half<br>2nd " | 15.94<br>18.08     | 24.71<br>26.49     | 26.98<br>21.75                    | 11.60<br>11.81         | 21.68<br>23.59         | 22.61<br>30.86          | 14.76<br>11.02   | 19.84<br>18.72            | 20.56<br>21.30     | 22.79<br>22.46       |               |
|                | Average cost of hauling a coaching unit one mile—                                       |                     |                    |                    |                                   |                        |                        |                         |                  |                           |                    |                      |               |
| 79             | Per passenger unit . . . . . <i>Pies</i>  | { 1st half<br>2nd " | 0.85<br>1.16       | 1.26<br>1.17       | 1.72<br>1.97                      | 0.80<br>0.91           | 1.34<br>1.66           | 1.09<br>1.58            | 0.83<br>1.02     | 1.26<br>1.28              | 1.15<br>1.37       | 2.06<br>2.34         |               |
| 80             | Other traffic per ton . . . . . "   | { 1st half<br>2nd " | 8.37<br>9.40       | 11.82<br>13.99     | 48.98<br>37.45                    | 7.64<br>8.27           | 13.95<br>17.32         | 9.78<br>12.55           | 6.41<br>7.48     | 11.90<br>9.91             | 31.08<br>14.80     | 31.08<br>25.92       |               |
| 81             | Average profit on working a coaching train one mile . . . . . <i>Rs.</i>                | { 1st half<br>2nd " | 2.14<br>1.70       | 1.76<br>1.76       | 0.85<br>0.87                      | 2.34<br>2.04           | 1.28<br>0.89           | 2.27<br>1.22            | 2.18<br>1.80     | 1.25<br>1.23              | 1.15<br>1.18       | 0.93<br>0.61         |               |
| 82             | 1st class . . . . . <i>Pies</i>   | { 1st half<br>2nd " | 0.28<br>-1.50      | 1.73<br>-5.41      | -14.31<br>-10.83                  | 5.37<br>3.61           | -0.08<br>-7.37         | 0.66<br>-0.57           | -1.31<br>-5.79   | -7.61<br>-7.33            | -0.34<br>-0.03     | -12.01<br>-13.06     |               |
| 83             | 2nd " . . . . . "   | { 1st half<br>2nd " | 3.13<br>2.77       | 5.14<br>1.27       | -10.00<br>-7.92                   | 2.44<br>3.64           | 0.84<br>1.10           | 4.06<br>-4.23           | 14.86<br>7.89    | -5.79<br>-3.30            | -0.74<br>0.23      | -13.93<br>-14.49     |               |
| 84             | 3rd or intermediate class . . . . . "   | { 1st half<br>2nd " | 6.22<br>7.09       | 21.03<br>12.46     | -4.38<br>-1.15                    | 19.53<br>17.00         | 24.47<br>20.98         | 28.41<br>30.55          |                  | 7.52<br>10.18             | 7.78<br>4.84       | -18.08<br>-15.27     |               |
| 85             | 4th or lowest class . . . . . "   | { 1st half<br>2nd " | 41.47<br>27.45     | 30.73<br>25.93     | 25.30<br>21.43                    | 42.04<br>34.44         | 39.06<br>20.20         | 37.95<br>23.96          | 35.95<br>27.69   | 27.22<br>24.04            | 42.47<br>38.49     | 19.51<br>14.75       |               |
| 86             | Other vehicles . . . . . "  | { 1st half<br>2nd " | 53.58<br>54.96     | 28.66<br>21.47     | 5.25<br>18.41                     | 39.91<br>37.87         | 27.76<br>22.12         | 47.24<br>37.81          | 85.84<br>56.16   | 35.08<br>40.54            | 47.17<br>25.42     | 5.77<br>7.97         |               |

## DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

| 3' 34"                    |                                      |         |                 |                            |                  |                  |                       |               |                            |                  | 2' 6"                       |              |   |                  | GAUGE.                            |    | Serial number. |
|---------------------------|--------------------------------------|---------|-----------------|----------------------------|------------------|------------------|-----------------------|---------------|----------------------------|------------------|-----------------------------|--------------|---|------------------|-----------------------------------|----|----------------|
| 12 (a) & (b)              | 14 (a) to (d)                        | 15 (a)  | 3 (b) & (c)     | 8 (c)                      | 18 (a) to (c)    | 2 (g) to (m)     | 20 (a) & (b)          | 21 (a) to (f) | 22 (a) to (j)              | 23 (a)           | 1 (b)                       | 30 (a)       | 9 (h) & (i)                                 | 1 (e)            | Number.                           |    |                |
| Bengal and North-Western. | Bhavnagar-Gondal-Juna-gad-Porbandar. | Burma.  | Eastern Bengal. | Hyderabad-Godavari Valley. | Jodhpur-Bikanor. | Rajputana-Malwa. | Rohilkund and Kumaon. | South Indian. | South-eastern Maharashtra. | Udairpur-Chitor. | Jubbulpore-Gouda extension. | Kalka-Simla. | Khushalgarh-Kohat-Thal and Nowshera-Dargai. | Raipur-Dhamtari. | Calendar year 1906 by half-years. |    |                |
| 20,269                    | 3,242                                | 15,255  | 10,556          | 6,202                      | 3,451            | 23,623           | 4,741                 | 11,589        | 11,601                     | 269              | 166                         | 470          | 433   | 38               | 1st half                          | 61 |                |
| 21,604                    | 2,410                                | 15,509  | 9,407           | 6,110                      | 2,809            | 25,381           | 8,592                 | 14,387        | 11,615                     | 297              | 230                         | 476          | 581   | 39               | 2nd "                             |    |                |
| 28,151                    | 5,640                                | 31,663  | 9,271           | 8,101                      | 4,169            | 27,722           | 3,759                 | 16,591        | 17,486                     | 345              | 199                         | 637          | 433   | 38               | 1st half                          | 62 |                |
| 29,425                    | 4,856                                | 32,566  | 9,607           | 8,173                      | 2,763            | 29,178           | 7,811                 | 17,663        | 18,650                     | 262              | 191                         | 563          | 566   | 39               | 2nd "                             |    |                |
| 49,447                    | 5,275                                | ...     | 27,681          | ...                        | 11,209           | 27,854           | 3,780                 | ...           | ...                        | 153              | 133                         | ...          | 1,418                                       | ...              | 1st half                          | 63 |                |
| 50,653                    | 5,564                                | ...     | 20,663          | ...                        | 11,497           | 30,582           | 6,068                 | ...           | ...                        | 679              | 128                         | ...          | 1,247                                       | ...              | 2nd "                             |    |                |
| 602,082                   | 74,206                               | 440,747 | 210,408         | 89,179                     | 111,294          | 818,284          | 93,027                | 555,010       | 376,790                    | 9,752            | 31,139                      | 3,817        | 11,468                                      | 4,310            | 1st half                          | 64 |                |
| 605,855                   | 70,871                               | 464,800 | 229,078         | 84,716                     | 117,891          | 868,551          | 169,533               | 570,891       | 362,730                    | 7,727            | 34,938                      | 3,707        | 15,306                                      | 3,896            | 2nd "                             |    |                |
| 1,294                     | 494                                  | 3,418   | 5,168           | 715                        | 3,874            | 8,902            | 294                   | 5,091         | 3,947                      | 25               | 86                          | 298          | 111   | 11               | 1st half                          | 65 |                |
| 1,593                     | 510                                  | 2,558   | 4,669           | 652                        | 4,416            | 8,509            | 5,190                 | 5,253         | 3,402                      | 32               | 140                         | 313          | 312   | 10               | 2nd "                             |    |                |
| 2-25                      | 5-84                                 | 9-49    | 5-49            | 2-65                       | 8-96             | 5-68             | 3-60                  | 10-71         | 8-23                       | 10-66            | 22-33                       | 22-00        | 13-76                                       | 13-65            | 1st half                          | 66 |                |
| 1-94                      | 7-87                                 | 8-32    | 6-79            | 2-90                       | 7-67             | 4-06             | 1-90                  | 7-24          | 8-57                       | 6-87             | 16-76                       | 26-23        | 10-47                                       | 7-34             | 2nd "                             |    |                |
| 4-29                      | 21-88                                | 11-51   | 17-54           | 22-96                      | 17-91            | 1-4-02           | 25-96                 | 36-72         | 21-57                      | 19-54            | 40-50                       | 29-78        | 19-29                                       | 15-43            | 1st half                          | 67 |                |
| 4-50                      | 25-26                                | 10-32   | 12-15           | 23-04                      | 29-84            | 14-59            | 13-04                 | 24-87         | 19-30                      | 20-12            | 41-84                       | 38-67        | 17-28                                       | 15-17            | 2nd "                             |    |                |
| 10-08                     | 25-85                                | ...     | 27-91           | ...                        | 17-72            | 36-79            | 10-71                 | ...           | ...                        | 4-48             | 47-19                       | ...          | 5-36  | ...              | 1st half                          | 68 |                |
| 11-05                     | 26-03                                | ...     | 29-45           | ...                        | 19-66            | 33-53            | 7-14                  | ...           | ...                        | 9-68             | 40-34                       | ...          | 3-95  | 39-94            | 2nd "                             |    |                |
| 47-03                     | 55-61                                | 49-56   | 54-67           | 46-85                      | 47-41            | 46-97            | 40-90                 | 62-18         | 16-59                      | 66-18            | 50-58                       | 43-92        | 69-15                                       | 38-91            | 1st half                          | 69 |                |
| 44-25                     | 52-10                                | 18-74   | 58-80           | 43-92                      | 46-72            | 42-96            | 21-87                 | 56-37         | 43-74                      | 66-84            | 38-78                       | 45-07        | 59-48                                       | ...              | 2nd "                             |    |                |
| 58-24                     | 48-73                                | 26-87   | 14-67           | 34-19                      | 8-41             | 33-71            | 57-07                 | 17-09         | 34-13                      | 167-56           | 48-48                       | 16-48        | 24-88                                       | 63-05            | 1st half                          | 70 |                |
| 60-55                     | 35-59                                | 37-83   | 22-36           | 28-62                      | 9-10             | 31-57            | 3-41                  | 16-23         | 32-70                      | 113-02           | 27-03                       | 10-64        | 8-50  | 55-83            | 2nd "                             |    |                |
| 18,182                    | 2,020                                | 14,835  | 8,237           | 2,925                      | 3,703            | 27,119           | 2,591                 | 22,280        | 12,110                     | 408              | 1,040                       | 175          | 520   | 112              | 1st half                          | 71 |                |
| 17,586                    | 2,618                                | 12,164  | 9,643           | 2,571                      | 3,930            | 26,961           | 2,532                 | 20,615        | 11,020                     | 356              | 867                         | 182          | 599   | 97               | 2nd "                             |    |                |
| 218,403                   | 27,026                               | 186,842 | 88,574          | 31,977                     | 46,392           | 286,896          | 31,010                | 180,292       | 146,015                    | 3,594            | 9,781                       | 2,687        | 3,977                                       | 675              | 1st half                          | 72 |                |
| 241,105                   | 26,737                               | 198,300 | 94,696          | 31,516                     | 49,876           | 316,931          | 54,641                | 189,643       | 144,963                    | 3,230            | 11,220                      | 2,550        | 5,069                                       | 685              | 2nd "                             |    |                |
| 236,585                   | 29,946                               | 201,677 | 96,811          | 34,902                     | 50,994           | 314,015          | 33,001                | 202,581       | 148,165                    | 4,632            | 10,781                      | 2,862        | 4,497                                       | 787              | 1st half                          | 73 |                |
| 258,701                   | 29,355                               | 210,462 | 104,344         | 34,487                     | 53,806           | 343,895          | 57,173                | 210,258       | 151,968                    | 3,686            | 12,157                      | 2,732        | 5,658                                       | 762              | 2nd "                             |    |                |
| 11-40                     | 15-42                                | 11-82   | 12-91           | 9-42                       | 13-87            | 13-88            | 14-96                 | 19-13         | 12-17                      | 25-61            | 20-20                       | 5-06         | 6-85  | 10-42            | 1st half                          | 74 |                |
| 12-88                     | 14-33                                | 11-83   | 13-84           | 8-34                       | 13-02            | 13-49            | 12-19                 | 16-78         | 11-07                      | 13-31            | 14-58                       | 5-98         | 6-70  | 7-96             | 2nd "                             |    |                |
| 172-96                    | 142-75                               | 186-62  | 138-86          | 103-63                     | 173-73           | 148-09           | 179-06                | 154-77        | 146-80                     | 210-47           | 197-13                      | 77-62        | 52-34                                       | 62-75            | 1st half                          | 75 |                |
| 191-75                    | 146-33                               | 192-92  | 135-78          | 103-48                     | 165-23           | 158-71           | 262-95                | 154-36        | 144-64                     | 124-43           | 189-86                      | 83-70        | 55-91                                       | 54-35            | 2nd "                             |    |                |
| 187-36                    | 158-17                               | 201-44  | 151-77          | 112-45                     | 187-60           | 161-97           | 194-02                | 173-90        | 178-97                     | 236-68           | 217-63                      | 82-68        | 59-19                                       | 73-17            | 1st half                          | 76 |                |
| 204-63                    | 160-96                               | 204-75  | 149-62          | 111-82                     | 178-25           | 172-00           | 275-14                | 171-14        | 155-71                     | 137-74           | 204-44                      | 89-68        | 62-11                                       | 62-31            | 2nd "                             |    |                |
| 0-91                      | 1-30                                 | 1-68    | 1-69            | 1-51                       | 1-66             | 1-15             | 1-31                  | 1-02          | 1-16                       | 1-91             | 1-83                        | 2-56         | 1-30  | 0-71             | 1st half                          | 77 |                |
| 1-01                      | 1-64                                 | 1-80    | 1-28            | 1-65                       | 1-44             | 1-21             | 1-97                  | 1-40          | 1-37                       | 1-52             | 1-57                        | 3-73         | 1-11  | 0-75             | 2nd "                             |    |                |
| 8-14                      | 13-97                                | 16-57   | 18-48           | 21-46                      | 10-94            | 12-22            | 13-82                 | 16-60         | 13-98                      | 15-89            | 11-83                       | 56-85        | 29-73                                       | 9-31             | 1st half                          | 78 |                |
| 9-88                      | 15-07                                | 17-76   | 14-58           | 24-18                      | 15-85            | 13-27            | 21-36                 | 14-68         | 17-03                      | 22-40            | 10-68                       | 69-08        | 22-39                                       | 13-30            | 2nd "                             |    |                |
| 0-74                      | 1-10                                 | 1-34    | 1-51            | 1-16                       | 0-91             | 0-93             | 1-06                  | 0-93          | 1-13                       | 0-93             | 1-05                        | 6-53         | 2-17  | 0-80             | 1st half                          | 79 |                |
| 0-07                      | 1-28                                 | 1-84    | 1-05            | 1-42                       | 1-33             | 1-10             | 1-44                  | 0-02          | 1-47                       | 1-42             | 1-25                        | 8-08         | 1-83  | 1-10             | 2nd "                             |    |                |
| 5-09                      | 8-61                                 | 16-79   | 25-21           | 12-95                      | 10-85            | 7-90             | 5-70                  | 37-61         | 15-18                      | 4-05             | 11-27                       | 85-04        | 44-72                                       | 11-45            | 1st half                          | 80 |                |
| 4-25                      | 12-55                                | 16-44   | 20-33           | 18-06                      | 14-92            | 9-70             | 19-52                 | 33-58         | 19-17                      | 7-10             | 16-89                       | 106-15       | 88-23                                       | 16-76            | 2nd "                             |    |                |
| 1-68                      | 1-40                                 | 2-25    | 1-25            | 1-88                       | 1-60             | 1-57             | 1-88                  | 1-91          | 1-23                       | 2-82             | 1-85                        | 3-40         | 0-13  | 2-05             | 1st half                          | 81 |                |
| 1-27                      | 1-95                                 | 1-52    | 1-94            | 0-98                       | 1-07             | 1-20             | 0-70                  | 1-73          | 0-81                       | 0-92             | 1-10                        | 3-51         | 0-23  | 1-35             | 2nd "                             |    |                |
| -5-47                     | -7-15                                | -1-26   | -0-87           | -15-77                     | -0-11            | -4-41            | -0-80                 | -5-57         | -3-62                      | 7-19             | -2-98                       | 108-18       | -11-13                                      | 3-31             | 1st half                          | 82 |                |
| -7-44                     | -8-78                                | -4-84   | -4-15           | -17-85                     | -6-60            | -7-55            | -9-39                 | -0-25         | -6-34                      | -9-20            | -2-87                       | 100-26       | -6-76                                       | -5-85            | 2nd "                             |    |                |
| -4-26                     | 2-81                                 | -1-19   | -4-36           | 2-21                       | 2-49             | -1-33            | 15-60                 | 2-13          | 1-74                       | 5-17             | -2-10                       | 106-26       | -15-88                                      | -1-08            | 1st half                          | 83 |                |
| -5-78                     | 0-43                                 | -4-16   | -0-00           | 1-95                       | -0-33            | -1-83            | 5-72                  | 0-89          | -2-74                      | -0-72            | -2-48                       | 102-00       | -8-65                                       | -5-56            | 2nd "                             |    |                |
| -1-29                     | 4-92                                 | ...     | -2-63           | ...                        | 1-71             | 15-37            | -3-40                 | ...           | ...                        | -12-71           | -4-56                       | ...          | -25-06                                      | ...              | 1st half                          | 84 |                |
| -1-00                     | 1-32                                 | ...     | 3-37            | ...                        | -1-41            | 12-01            | -8-10                 | ...           | ...                        | -14-36           | -4-40                       | ...          | -18-95                                      | ...              | 2nd "                             |    |                |
| 19-98                     | 32-35                                | 27-87   | 21-69           | 26-87                      | 19-87            | 18-75            | 21-31                 | 24-89         | 17-16                      | 22-90            | 13-40                       | 59-00        | 7-61  | 28-74            | 1st half                          | 85 |                |
| 15-98                     | 26-07                                | 16-87   | 22-05           | 26-87                      | 14-39            | 15-03            | 8-88                  | 23-07         | 13-45                      | 16-29            | 8-72                        | 44-70        | 9-87  | 24-70            | 2nd "                             |    |                |
| 68-10                     | 76-42                                | 15-85   | 15-98           | 42-88                      | 32-46            | 42-12            | 157-55                | 4-32          | 28-26                      | 222-88           | 28-17                       | 77-63        | 9-53  | 33-61            | 1st half                          | 86 |                |
| 71-27                     | 50-65                                | 19-95   | 43-34           | 31-59                      | 30-20            | 32-63            | 56-42                 | 6-16          | 24-88                      | 123-66           | 12-63                       | 68-06        | -8-94                                       | 23-72            | 2nd "                             |    |                |

## Analysis of working of each railway

NOTE.—Railways not shown

| Serial number. | PARTICULARS.  | GAUGE.<br>Num-<br>ber. | 5' 6"              |  |                    |                        |                               |                    |                                      |                        |                                |                   | 11 (a) |
|----------------|---|------------------------|--------------------|--|--------------------|------------------------|-------------------------------|--------------------|--------------------------------------|------------------------|--------------------------------|-------------------|--------|
|                |   |                        | 1 (a)              | 2 (a) to (f)                                       | 3 (a)              | 4 (a) to (d)           | 5 (a) to (f)                  | 6 (a) to (d)       | 8 (a) & (b)                          | 9 (a) to (g)           | 10 (a) & (b)                   |                   |        |
|                |   |                        | Rengal-<br>Nagpur. | Bom-<br>bay,<br>Baroda<br>and<br>Central<br>India. | Eastern<br>Bengal. | East<br>Indian.        | Great<br>Indian<br>Peninsula. | Madras.            | Nizam's<br>Guaran-<br>teed<br>State. | North<br>West-<br>ern. | Oudh<br>and<br>Rohil-<br>kund. | Assam-<br>Bengal. |        |
|                | COACHING TRAFFIC—concl'd.<br>COST OF WORKING AND PROFITS—<br>concl'd.<br>Average profit on working a coaching<br>unit one mile— |                        |                    |  |                    |                        |                               |                    |                                      |                        |                                |                   |        |
| 87             | Per passenger unit . . . Pies   | 1st half<br>2nd "      | 1.67<br>1.36       | 1.20<br>1.04                                       | 0.91<br>0.83       | 1.63<br>1.49           | 1.11<br>0.85                  | 1.37<br>0.83       | 1.47<br>1.29                         | 1.16<br>1.16           | 1.49<br>1.27                   | 0.95<br>0.70      |        |
| 88             | Other traffic per ton . . . "   | 1st half<br>2nd "      | 31.71<br>30.76     | 18.05<br>14.68                                     | —7.89<br>11.76     | 23.85<br>23.03         | 20.50<br>19.78                | 26.31<br>22.90     | 36.12<br>27.98                       | 23.54<br>24.21         | 30.37<br>26.14                 | 11.75<br>13.95    |        |
|                | GOODS TRAFFIC.<br>GROSS RECEIPTS AND TRAIN<br>MILEAGE—<br>(In thousands.)   |                        |                    |  |                    |                        |                               |                    |                                      |                        |                                |                   |        |
| 89             | Receipts from goods traffic . . . Rs  | 1st half<br>2nd "      | 91.07<br>77.17     | 86.37<br>59.90                                     | 25.04<br>57.65     | 2,66.86<br>2,75.19     | 2,56.89<br>1,86.09            | 66.41<br>61.20     | 18.84<br>15.98                       | 2,29.81<br>2,28.55     | 41.24<br>36.02                 | 8.57<br>13.83     |        |
| 90             | Goods train-miles run . . . No.   | 1st half<br>2nd "      | 1,865<br>1,781     | 783<br>616   | 604<br>816         | 4,917<br>4,871         | 4,527<br>3,690                | 1,439<br>1,355     | 410<br>331                           | 4,954<br>4,984         | 1,052<br>947                   | 464<br>513        |        |
| 91             | Average goods receipts per<br>train-mile . . . Rs   | 1st half<br>2nd "      | 5.01<br>4.33       | 11.03<br>9.72                                      | 4.28<br>7.06       | 5.40<br>5.65           | 5.68<br>5.04                  | 4.62<br>4.52       | 4.60<br>4.83                         | 4.64<br>4.68           | 3.92<br>5.80                   | 1.85<br>2.70      |        |
|                | UNITS AND UNIT-MILEAGE.<br>(In thousands.)  |                        |                    |  |                    |                        |                               |                    |                                      |                        |                                |                   |        |
| 92             | Tons of goods carried one<br>mile . . . . . miles.  | 1st half<br>2nd "      | 368,659<br>310,950 | 233,263<br>169,964                                 | 103,694<br>141,073 | 1,356,224<br>1,318,323 | 763,983<br>567,830            | 201,870<br>183,271 | 61,676<br>52,158                     | 982,398<br>984,433     | 164,297<br>144,723             | 35,095<br>52,488  |        |
| 93             | Average sum received for<br>carrying a ton one mile . . . Pies  | 1st half<br>2nd "      | 4.90<br>4.77       | 7.11<br>6.77                                       | 1.80<br>7.85       | 4.06<br>4.01           | 6.46<br>6.29                  | 6.32<br>6.41       | 5.80<br>5.88                         | 4.49<br>4.46           | 4.82<br>4.78                   | 4.69<br>5.06      |        |
| 94             | Average number of tons in a<br>train . . . . . Tons   | 1st half<br>2nd "      | 197.65<br>171.57   | 298.00<br>275.74                                   | 171.11<br>172.78   | 274.13<br>270.61       | 168.77<br>153.69              | 140.29<br>135.27   | 119.12<br>113.93                     | 198.32<br>201.59       | 156.23<br>152.85               | 75.53<br>102.35   |        |
|                | VEHICLES AND VEHICLE-MILEAGE—<br>Number of goods vehicles hauled<br>one mile—<br>(In thousands.)                                |                        |                    |  |                    |                        |                               |                    |                                      |                        |                                |                   |        |
| 95             | Loaded . . . . . Vehicle-miles  | 1st half<br>2nd "      | 34,559<br>29,813   | 26,381<br>20,005                                   | 10,617<br>13,045   | 121,180<br>120,506     | 85,298<br>68,729              | 25,512<br>23,799   | 5,576<br>4,432                       | 91,597<br>92,021       | 22,345<br>18,346               | 5,093<br>6,135    |        |
| 96             | Empty . . . . . "   | 1st half<br>2nd "      | 16,219<br>14,330   | 6,175<br>4,825                                     | 3,077<br>4,149     | 62,033<br>59,298       | 25,495<br>19,173              | 9,359<br>9,070     | 3,298<br>2,555                       | 26,510<br>25,764       | 6,050<br>5,607                 | 2,304<br>2,023    |        |
| 97             | Brake-vans . . . . . "  | 1st half<br>2nd "      | 3,368<br>2,911     | 714<br>541   | 607<br>784         | 5,658<br>5,309         | 9,315<br>7,040                | 2,539<br>2,333     | 761<br>567                           | 4,985<br>4,859         | 950<br>814                     | 492<br>567        |        |
| 98             | Total . . . . . "   | 1st half<br>2nd "      | 54,078<br>47,684   | 33,270<br>25,591                                   | 14,301<br>18,281   | 188,871<br>185,053     | 120,108<br>94,942             | 37,410<br>35,152   | 9,635<br>7,554                       | 123,092<br>122,644     | 29,345<br>24,767               | 8,689<br>10,725   |        |
|                | Average number of vehicles in a<br>goods train—   |                        |                    |  |                    |                        |                               |                    |                                      |                        |                                |                   |        |
| 99             | Freight vehicles . . . . . No.  | 1st half<br>2nd "      | 37.24<br>25.12     | 41.59<br>40.23                                     | 22.60<br>21.43     | 37.04<br>36.90         | 24.47<br>23.82                | 24.24<br>24.28     | 17.14<br>15.26                       | 23.94<br>24.13         | 27.00<br>25.30                 | 17.65<br>19.81    |        |
| 100            | Brake-vans . . . . . "  | 1st half<br>2nd "      | 1.75<br>1.65       | 0.91<br>0.91                                       | 1.00<br>0.96       | 1.02<br>1.09           | 2.06<br>1.91                  | 1.76<br>1.69       | 1.47<br>1.24                         | 1.01<br>1.00           | 0.90<br>0.86                   | 1.06<br>1.10      |        |
| 101            | Total . . . . . "   | 1st half<br>2nd "      | 28.99<br>26.77     | 42.50<br>41.19                                     | 23.60<br>22.39     | 38.06<br>37.99         | 26.53<br>25.73                | 26.00<br>25.95     | 18.61<br>16.50                       | 24.95<br>25.12         | 27.90<br>26.16                 | 18.71<br>20.91    |        |
| 102            | Average earnings per goods<br>vehicle per mile (excluding<br>brakes) . . . . . Pies   | 1st half<br>2nd "      | 35.55<br>33.12     | 50.94<br>46.31                                     | 36.37<br>60.54     | 30.06<br>29.40         | 44.52<br>40.65                | 36.56<br>35.75     | 40.76<br>43.91                       | 37.36<br>37.26         | 27.89<br>28.88                 | 20.08<br>26.15    |        |
| 103            | Carrying capacity hauled one<br>mile (excluding brakes) . . . Tons  | 1st half<br>2nd "      | 816,535<br>729,631 | 445,527<br>341,076                                 | 181,159<br>234,874 | 2,682,437<br>2,689,273 | 1,592,679<br>1,269,302        | 499,034<br>472,153 | 134,193<br>108,080                   | 1,812,853<br>1,859,875 | 361,747<br>311,866             | 77,824<br>95,923  |        |
| 104            | Percentage of freight upon<br>capacity hauled . . . . . Per<br>cent.  | 1st half<br>2nd "      | 45.14<br>42.68     | 52.36<br>49.83                                     | 56.31<br>60.06     | 50.56<br>49.02         | 47.97<br>44.74                | 40.45<br>38.82     | 45.96<br>43.26                       | 54.19<br>52.93         | 45.42<br>46.48                 | 45.10<br>54.72    |        |
| 105            | Average load of a goods vehi-<br>cle (including both loaded<br>and empty) per mile . . . Tons                                   | 1st half<br>2nd "      | 7.26<br>6.94       | 7.17<br>6.85                                       | 7.57<br>8.06       | 7.40<br>7.83           | 6.90<br>6.46                  | 5.79<br>5.58       | 6.95<br>7.47                         | 6.82<br>6.36           | 5.79<br>6.04                   | 4.28<br>5.17      |        |
| 106            | Average load of a loaded<br>goods vehicle per mile . . . "  | 1st half<br>2nd "      | 10.66<br>10.43     | 8.84<br>8.50                                       | 9.77<br>10.81      | 11.19<br>10.94         | 8.96<br>8.26                  | 7.91<br>7.70       | 11.06<br>11.77                       | 10.73<br>10.70         | 7.35<br>7.89                   | 5.86<br>6.45      |        |
|                | WEIGHT OF TRAIN AND TON-<br>MILEAGE—<br>Gross ton-mileage of all goods<br>trains—<br>(In thousands.)                            |                        |                    |  |                    |                        |                               |                    |                                      |                        |                                |                   |        |
| 107            | Freight . . . . . Tons  | 1st half<br>2nd "      | 368,659<br>310,950 | 233,263<br>169,964                                 | 103,694<br>141,073 | 1,356,224<br>1,318,323 | 763,983<br>567,830            | 201,870<br>183,271 | 61,676<br>52,158                     | 982,398<br>984,433     | 164,297<br>144,723             | 35,095<br>52,488  |        |
| 108            | Dead weight . . . . . "   | 1st half<br>2nd "      | 533,083<br>474,796 | 279,494<br>216,447                                 | 151,281<br>196,838 | 1,723,976<br>1,696,745 | 1,246,054<br>897,185          | 369,852<br>548,443 | 102,688<br>81,490                    | 1,238,235<br>1,246,888 | 275,065<br>241,106             | 58,689<br>70,599  |        |
| 109            | Total . . . . . "   | 1st half<br>2nd "      | 901,693<br>785,746 | 512,757<br>386,411                                 | 254,975<br>337,901 | 3,080,200<br>3,015,068 | 2,010,037<br>1,564,955        | 571,722<br>581,714 | 164,364<br>133,646                   | 2,210,633<br>2,230,866 | 439,363<br>385,919             | 93,784<br>123,087 |        |

## DIX, 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

| 3' 34"                    |  |                    |                    |                             |                   |                     |                         |                    |                      |                 | 3' 6"                         |                 |  |                   | Gauss.                            |  | Serial number. |
|---------------------------|--|--------------------|--------------------|-----------------------------|-------------------|---------------------|-------------------------|--------------------|----------------------|-----------------|-------------------------------|-----------------|--|-------------------|-----------------------------------|--|----------------|
| 12 (a) & (b)              | 14 (a) to (d)                          | 15 (a)             | 3 (b) & (c)        | 8 (c)                       | 18 (a) to (c)     | 2 (g) to (m)        | 20 (a) & (b)            | 31 (a) to (f)      | 23 (a) to (j)        | 23 (a)          | 1 (b)                         | 30 (a)          | 9 (h) & (i)                                  | 1 (e)             | Number.                           |  |                |
| Bengal and North-Western. | Blav-nagar-Gondal-Juna-and-Per-bardar. | Barnua.            | Eastern Bengal.    | Hyder-shah-God-vari Valley. | Jodh-pur-Bikaner. | Raj-putana-Malwa.   | Bohil-kund and Ku-maon. | South Indian.      | South-ern Mal-hatia. | Udaipur-Chit-r. | Jubbul-pore-Gondia extension. | Kalka-Simla.    | Khushal-garh-Kohat-Thal and Nowshera Dargai. | Raipur-Dham-tari. | Calendar year 1906 by half-years. |  |                |
| 1-31<br>1-08              | 1-81<br>1-54                           | 1-82<br>1-10       | 1-13<br>1-01       | 0-98<br>0-77                | 1-28<br>0-87      | 1-19<br>1-02        | 1-34<br>0-51            | 1-17<br>1-20       | 1-11<br>0-78         | 1-21<br>3-71    | 1-02<br>0-83                  | 6-37<br>5-39    | 0-19<br>0-52                                 | 2-28<br>1-06      | 1st half<br>2nd "                 |  |                |
| 39-56<br>84-34            | 39-08<br>35-6                          | 18-02<br>20-02     | 17-27<br>28-91     | 27-58<br>25-79              | 31-41<br>27-19    | 22-94<br>18-69      | 53-04<br>44-65          | 13-00<br>16-50     | 29-28<br>25-33       | 31-57<br>26-31  | 32-68<br>30-42                | 119-61<br>99-54 | 8-81<br>-35-33                               | 33-02<br>28-64    | 1st half<br>2nd "                 |  |                |
| 41-81<br>36-47            | 5-76<br>3-25                           | 46-10<br>36-37     | 25-53<br>31-27     | 12-27<br>6-00               | 14-94<br>10-18    | 1-00-32<br>75-59    | 7-09<br>5-13            | 31-61<br>31-06     | 4-147<br>32-95       | 60<br>5-        | 2-14<br>1-87                  | 1-47<br>1-81    | 73<br>2-5                                    | 38<br>21          | 1st half<br>2nd "                 |  |                |
| 1-288<br>1-185            | 144<br>92                              | 1-554<br>1-584     | 617<br>681         | 3-52<br>229                 | 387<br>335        | 2-328<br>1-953      | 2-19<br>1-73            | 1-103<br>1-171     | 1-516<br>1-368       | 11<br>9         | 98<br>109                     | 33<br>41        | 116<br>130                                   | 20<br>18          | 1st half<br>2nd "                 |  |                |
| 3-40<br>3-21              | 3-99<br>3-52                           | 2-97<br>2-37       | 4-16<br>4-98       | 3-70<br>2-01                | 3-77<br>3-04      | 4-31<br>3-86        | 3-19<br>2-97            | 2-87<br>2-65       | 2-73<br>2-52         | 5-49<br>4-9     | 2-19<br>1-72                  | 4-24<br>1-08    | 0-12<br>0-66                                 | 1-4<br>1-15       | 1st half<br>2nd "                 |  |                |
| 149,127<br>128,658        | 11,719<br>6,959                        | 1,9,413<br>1,2,033 | 55,156<br>77,226   | 26,065<br>15,010            | 42,760<br>28,536  | 1-09,618<br>254,291 | 19,784<br>17,415        | 86,550<br>83,978   | 132,010<br>101,448   | 691<br>474      | 5,669<br>7,152                | 666<br>1,014    | 1,004<br>1,825                               | 758<br>602        | 1st half<br>2nd "                 |  |                |
| 5-38<br>5-06              | 9-43<br>8-95                           | 6-84<br>5-72       | 8-90<br>7-76       | 9-04<br>8-81                | 6-71<br>6-85      | 6-92<br>5-69        | 6-80<br>5-65            | 7-01<br>6-70       | 6-18<br>6-22         | 6-48<br>15-27   | 7-15<br>5-03                  | 42-21<br>34-23  | 8-61<br>8-97                                 | 9-67<br>6-71      | 1st half<br>2nd "                 |  |                |
| 191-43<br>105-94          | 81-25<br>75-47                         | 87-28<br>79-54     | 89-24<br>113-16    | 12-92<br>38-09              | 167-79<br>85-14   | 122-66<br>130-19    | 99-26<br>100-94         | 78-44<br>75-07     | 84-82<br>77-70       | 63-03<br>54-06  | 57-00<br>65-02                | 2-12<br>12-86   | 13-86<br>14-05                               | 38-51<br>32-59    | 1st half<br>2nd "                 |  |                |
| 25-26<br>22-327           | 2-778<br>1-738                         | 25-704<br>24-606   | 12,930<br>12,959   | 4-035<br>2-787              | 6,384<br>5,538    | 16,048<br>45,712    | 3,112<br>2,417          | 17,371<br>17,841   | 26,351<br>21-279     | 176<br>128      | 1,545<br>1,574                | 183<br>250      | 705<br>716                                   | 202<br>129        | 1st half<br>2nd "                 |  |                |
| 9,701<br>11,118           | 1,291<br>726                           | 10,091<br>9,735    | 2-2-4<br>2,215     | 1-558<br>1,066              | 2,818<br>2,491    | 18,858<br>15,028    | 1,759<br>1,210          | 5,697<br>6,831     | 8-8-1<br>6,837       | 104<br>59       | 543<br>838                    | 174<br>59       | 266<br>274                                   | 107<br>74         | 1st half<br>2nd "                 |  |                |
| 1,661<br>1,591            | 127<br>48                              | 2,224<br>2,234     | 621<br>718         | 6-1<br>4-4                  | 106<br>90         | 2,444<br>1,792      | 86<br>261               | 1,330<br>1,578     | 1,092<br>1,724       | ...             | 97<br>1-6                     | ...             | 183<br>144                                   | 23<br>23          | 1st half<br>2nd "                 |  |                |
| 36,618<br>35,066          | 4,197<br>2,512                         | 38,022<br>30,575   | 15,835<br>15,692   | 6,611<br>4-37               | 9,703<br>8,119    | 77,470<br>62,662    | 4,957<br>3,897          | 24,338<br>26,250   | 17,164<br>29,749     | 2-0<br>187      | 2-1-5<br>2,318                | 2-7<br>3-9      | 1,174<br>1,074                               | 332<br>2-6        | 1st half<br>2nd "                 |  |                |
| 28-49<br>20-49            | 28-22<br>26-72                         | 27-03<br>22-39     | 24-66<br>22-22     | 12-09<br>9-76               | 27-18<br>13-95    | 32-21<br>31-11      | 22-22<br>21-67          | 20-91<br>21-06     | 22-64<br>21-26       | 25-74<br>21-37  | 21-33<br>22-13                | 8-08<br>6-96    | 8-87<br>7-62                                 | 15-74<br>11-11    | 1st half<br>2nd "                 |  |                |
| 1-75<br>1-40              | 0-83<br>0-62                           | 1-43<br>1-46       | 1-01<br>1-05       | 1-40<br>1-22                | 0-27<br>0-27      | 1-05<br>0-97        | 0-39<br>1-52            | 1-20<br>1-35       | 1-24<br>1-32         | ...             | 6-90<br>0-97                  | ...             | 1-18<br>1-11                                 | 1-15<br>1-23      | 1st half<br>2nd "                 |  |                |
| 29-44<br>30-09            | 29-19<br>27-29                         | 24-40<br>23-84     | 15-67<br>2-27      | 13-40<br>10-93              | 23-45<br>24-22    | 33-24<br>32-08      | 22-61<br>22-50          | 22-11<br>22-11     | 23-88<br>22-58       | 25-74<br>21-37  | 12-32<br>21-10                | 8-68<br>6-06    | 9-95<br>8-73                                 | 16-89<br>12-34    | 1st half<br>2nd "                 |  |                |
| 22-94<br>20-92            | 27-16<br>25-29                         | 24-73<br>20-34     | 22-22<br>37-77     | 39-53<br>24-40              | 21-19<br>24-33    | 25-68<br>23-82      | 27-60<br>27-08          | 26-31<br>24-17     | 23-15<br>22-14       | 40-92<br>38-63  | 19-67<br>14-12                | 97-82<br>112-39 | 14-26<br>16-53                               | 23-75<br>19-87    | 1st half<br>2nd "                 |  |                |
| 316,025<br>330,279        | 31,364<br>18,416                       | 290,152<br>278,265 | 131,645<br>134,5-4 | 64,810<br>40,738            | 88,093<br>75,186  | 657,219<br>5,61-50  | 55,482<br>41,723        | 170,0-1<br>184,567 | 260,841<br>2,61,888  | 2,261<br>1,506  | 16,775<br>19,370              | 2,680<br>4,310  | 4,340<br>4,120                               | 2,274<br>1,480    | 1st half<br>2nd "                 |  |                |
| 43-15<br>37-44            | 28-50<br>37-81                         | 41-00<br>43-85     | 45-26<br>57-88     | 30-67<br>39-92              | 48-05<br>36-41    | 47-11<br>47-37      | 35-66<br>41-74          | 50-9<br>48-21      | 50-61<br>43-30       | 29-42<br>31-43  | 33-79<br>36-92                | 32-63<br>48-92  | 37-05<br>41-24                               | 33-01<br>40-67    | 1st half<br>2nd "                 |  |                |
| 4-26<br>3-60              | 2-88<br>2-82                           | 8-63<br>3-55       | 3-62<br>5-10       | 4-88<br>3-55                | 4-65<br>3-55      | 4-12<br>4-18        | 4-06<br>4-79            | 3-75<br>3-61       | 3-75<br>3-65         | 2-48<br>2-53    | 2-72<br>2-97                  | 2-32<br>3-28    | 1-66<br>1-84                                 | 2-45<br>2-96      | 1st half<br>2nd "                 |  |                |
| 5-90<br>5-51              | 4-22<br>4-10                           | 5-08<br>4-98       | 4-26<br>5-97       | 6-37<br>5-59                | 6-70<br>5-15      | 5-51<br>5-56        | 6-86<br>7-21            | 4-98<br>4-99       | 5-01<br>4-78         | 3-96<br>3-67    | 3-67<br>4-51                  | 3-74<br>4-07    | 2-58<br>2-55                                 | 3-75<br>4-05      | 1st half<br>2nd "                 |  |                |
| 149,127<br>128,658        | 11,718<br>6,959                        | 130,411<br>132,033 | 55,156<br>77,227   | 26,065<br>15,010            | 42,760<br>24,537  | 309,618<br>254,291  | 19,784<br>17,415        | 86,550<br>83,979   | 132,010<br>101,648   | 696<br>474      | 5,669<br>7,152                | 666<br>1,014    | 1,004<br>1,825                               | 757<br>602        | 1st half<br>2nd "                 |  |                |
| 174,155<br>179,070        | 19,358<br>11,794                       | 221,120<br>216,586 | 89,278<br>99,062   | 41,871<br>28,575            | 49,790<br>49,118  | 350,209<br>32,203   | 25,593<br>21,481        | 115,056<br>158,430 | 197,931<br>180,961   | 1,489<br>1,0-5  | 12,546<br>14,692              | 2,359<br>2,726  | 4,954<br>5,201                               | 1,418<br>1,0-8    | 1st half<br>2nd "                 |  |                |
| 323,232<br>308,728        | 31,076<br>18,763                       | 350,531<br>338,919 | 141,829<br>170,389 | 67,486<br>48,418            | 92,850<br>71,055  | 665,827<br>540,194  | 45,877<br>38,860        | 231,006<br>247,409 | 32,941<br>281,609    | 2,185<br>1,539  | 18,518<br>21,841              | 2,995<br>3,750  | 6,562<br>7,126                               | 2,175<br>1,619    | 1st half<br>2nd "                 |  |                |

## Analysis of working of each railway

Note.—Railways not shown

| Serial number.   | PARTICULARS.  | GAUGE                             |                  |                                   |                  |                  |                         |                  |                           |                  |                      |                  |
|--|---|-----------------------------------|------------------|-----------------------------------|------------------|------------------|-------------------------|------------------|---------------------------|------------------|----------------------|------------------|
|  |   | Number                            | 5' 6"            |                                   |                  |                  |                         |                  |                           |                  |                      |                  |
|  |   |                                   | 1 (a)            | 2 (a) to (f)                      | 3 (a)            | 4 (a) to (d)     | 5 (a) to (f)            | 6 (a) to (d)     | 8 (a) & (b)               | 9 (a) to (g)     | 10 (a) & (b)         | 11 (a)           |
|  |   | Calendar year 1906 by half-years. | Bengal Nagpur.   | Bombay, Baroda and Central India. | Eastern Bengal.  | East Indian.     | Great Indian Peninsula. | Madras.          | Nizam's Guaranteed State. | North-Western.   | Oudh and Rohilkhand. | Assam-Bengal.    |
| <b>GOODS TRAFFIC—concl'd.</b>                            |   |                                   |                  |                                   |                  |                  |                         |                  |                           |                  |                      |                  |
| <b>WEIGHT OF TRAIN AND TON-MILEAGE—concl'd.</b>          |   |                                   |                  |                                   |                  |                  |                         |                  |                           |                  |                      |                  |
| <b>Average weight of a goods train—</b>                  |   |                                   |                  |                                   |                  |                  |                         |                  |                           |                  |                      |                  |
| 110  | Freight . . . . . Tons  | 1st half<br>2nd "                 | 197.65<br>174.57 | 298.00<br>275.74                  | 171.11<br>172.78 | 274.13<br>270.64 | 168.77<br>153.88        | 140.99<br>135.27 | 119.12<br>113.93          | 194.32<br>201.59 | 156.22<br>152.85     | 75.58<br>101.35  |
| 111  | Dead weight . . . . . "   | 1st half<br>2nd "                 | 285.78<br>269.55 | 357.06<br>351.14                  | 249.63<br>241.07 | 318.17<br>348.32 | 275.47<br>270.23        | 256.69<br>257.19 | 198.31<br>177.99          | 247.85<br>255.22 | 281.55<br>284.74     | 126.89<br>137.54 |
| 112  | Total . . . . . "   | 1st half<br>2nd "                 | 483.43<br>444.12 | 655.06<br>626.88                  | 420.74<br>413.85 | 622.10<br>618.96 | 444.24<br>424.11        | 397.68<br>392.46 | 317.43<br>291.92          | 442.17<br>456.81 | 437.77<br>407.50     | 201.97<br>238.99 |
| <b>COST OF WORKING AND PROFIT.</b>                       |   |                                   |                  |                                   |                  |                  |                         |                  |                           |                  |                      |                  |
| 113  | Average cost of hauling a goods train one mile . . . . . Rs.  | 1st half<br>2nd "                 | 2.19<br>2.24     | 4.47<br>4.52                      | 3.24<br>2.91     | 2.27<br>2.28     | 2.45<br>2.51            | 2.55<br>2.27     | 1.74<br>1.76              | 2.50<br>2.37     | 2.02<br>2.01         | 3.22<br>2.50     |
| 114  | Average cost of hauling a goods vehicle with its load one mile . . . . . Pcs.   | 1st half<br>2nd "                 | 15.41<br>17.13   | 20.65<br>21.52                    | 27.55<br>26.12   | 11.76<br>11.84   | 19.20<br>20.21          | 20.22<br>25.86   | 15.39<br>16.03            | 20.13<br>18.89   | 14.39<br>15.27       | 24.20<br>24.23   |
| 115  | Average cost of hauling a goods unit (viz., one ton) one mile . . . . . "   | 1st half<br>2nd "                 | 2.12<br>2.46     | 2.68<br>3.14                      | 3.64<br>3.21     | 1.59<br>1.61     | 2.78<br>3.13            | 3.49<br>4.61     | 2.21<br>2.15              | 2.42<br>2.26     | 2.49<br>2.53         | 5.65<br>4.69     |
| 115 A  | Average cost of hauling a goods unit one mile, including interest on capital expended on open line at the rate of 5 per cent. per annum . . . . . " | 1st half<br>2nd "                 | 4.60<br>5.29     | 4.59<br>5.70                      | 6.46<br>5.42     | 2.97<br>3.04     | 4.87<br>5.67            | 6.82<br>8.32     | 4.95<br>5.15              | 4.52<br>4.32     | 5.02<br>5.24         | 12.07<br>9.30    |
| 116  | Average profit on working a goods train one mile . . . . . Rs.  | 1st half<br>2nd "                 | 2.85<br>2.09     | 6.16<br>5.10                      | 1.04<br>4.15     | 3.53<br>3.37     | 3.22<br>2.33            | 2.07<br>1.25     | 2.86<br>3.07              | 2.14<br>2.31     | 1.90<br>1.79         | -0.37<br>0.70    |
| 117  | Average profit on working a goods vehicle with its load one mile . . . . . Pcs.   | 1st half<br>2nd "                 | 20.14<br>15.99   | 30.29<br>24.79                    | 8.82<br>34.42    | 18.30<br>17.56   | 25.82<br>20.41          | 16.34<br>9.89    | 25.37<br>27.88            | 17.23<br>18.40   | 13.50<br>13.61       | -4.73<br>1.72    |
| 118  | Average profit on working a goods unit (viz., one ton) one mile . . . . . "   | 1st half<br>2nd "                 | 2.74<br>2.31     | 4.23<br>3.63                      | 1.16<br>4.61     | 3.47<br>2.40     | 3.68<br>3.16            | 2.53<br>1.77     | 3.65<br>3.73              | 2.07<br>2.20     | 2.33<br>2.25         | -0.06<br>0.37    |
| <b>DETAILED PERCENTAGES OF EARNINGS AND EXPENDITURE.</b> |   |                                   |                  |                                   |                  |                  |                         |                  |                           |                  |                      |                  |
| <b>Percentage on Total Earnings—</b>                     |   |                                   |                  |                                   |                  |                  |                         |                  |                           |                  |                      |                  |
| 119  | Coaching traffic . . . . . Per cent.  | 1st half<br>2nd "                 | 30.08<br>31.91   | 31.67<br>37.80                    | 46.21<br>30.05   | 20.81<br>29.94   | 27.29<br>32.70          | 37.52<br>37.16   | 23.37<br>23.47            | 30.50<br>31.69   | 47.37<br>46.10       | 47.13<br>34.76   |
| 120  | Goods traffic . . . . . "   | 1st half<br>2nd "                 | 66.82<br>61.34   | 67.77<br>60.19                    | 46.83<br>67.25   | 67.65<br>68.45   | 71.57<br>65.88          | 60.08<br>59.21   | 72.96<br>70.97            | 67.92<br>66.52   | 46.04<br>45.93       | 46.83<br>58.38   |
| 121  | Sundries, including telegraph . . . . . "   | 1st half<br>2nd "                 | 2.71<br>3.24     | 1.16<br>1.61                      | 6.68<br>2.70     | 1.34<br>1.26     | 1.14<br>1.42            | 2.40<br>3.63     | 3.67<br>5.56              | 1.58<br>1.79     | 6.59<br>7.97         | 5.94<br>6.33     |
| 122  | Steam-boat earnings . . . . . "   | 1st half<br>2nd "                 | 0.39<br>0.51     | ...                               | ...              | 0.30<br>0.35     | ...                     | ...              | ...                       | ...              | ...                  | 0.60<br>0.13     |
|  | Total . . . . . "   | 1st half<br>2nd "                 | 100.00<br>100.00 | 100.00<br>100.00                  | 100.00<br>100.00 | 100.00<br>100.00 | 100.00<br>100.00        | 100.00<br>100.00 | 100.00<br>100.00          | 100.00<br>100.00 | 100.00<br>100.00     | 100.00<br>100.00 |
| <b>Percentage of Working Expenses on Total Earnings—</b> |   |                                   |                  |                                   |                  |                  |                         |                  |                           |                  |                      |                  |
| 123  | Maintenance . . . . . Per cent.   | 1st half<br>2nd "                 | 7.90<br>11.42    | 8.53<br>16.87                     | 22.48<br>12.94   | 9.10<br>9.56     | 10.27<br>9.96           | 12.70<br>21.58   | 12.13<br>11.09            | 14.22<br>12.97   | 11.77<br>14.68       | 32.71<br>27.99   |
| 124  | Locomotive expenses . . . . . "   | 1st half<br>2nd "                 | 13.82<br>15.75   | 17.83<br>20.18                    | 17.29<br>12.13   | 10.12<br>10.68   | 19.32<br>23.23          | 18.63<br>23.12   | 10.48<br>10.92            | 24.14<br>23.12   | 17.50<br>18.42       | 21.55<br>20.60   |
| 125  | Carriage and wagon expenses . . . . . "   | 1st half<br>2nd "                 | 4.22<br>4.75     | 5.78<br>5.99                      | 5.74<br>3.72     | 4.48<br>4.55     | 4.26<br>5.42            | 5.51<br>7.02     | 3.28<br>3.32              | 3.60<br>3.40     | 3.77<br>3.17         | 6.38<br>6.59     |
| 126  | Traffic expenses . . . . . "  | 1st half<br>2nd "                 | 7.74<br>9.43     | 6.48<br>7.85                      | 18.04<br>14.62   | 8.01<br>9.00     | 7.12<br>9.28            | 7.53<br>7.92     | 5.88<br>6.16              | 7.56<br>7.97     | 9.61<br>10.94        | 12.50<br>12.48   |
| 127  | General charges . . . . . "   | 1st half<br>2nd "                 | 4.58<br>5.88     | 4.00<br>5.02                      | 5.54<br>4.30     | 3.28<br>3.68     | 3.50<br>4.85            | 4.80<br>5.32     | 4.76<br>5.50              | 2.88<br>2.88     | 4.18<br>4.76         | 14.81<br>11.68   |
| 128  | Miscellaneous expenses . . . . . "  | 1st half<br>2nd "                 | 2.83<br>3.82     | 1.42<br>1.74                      | 2.69<br>2.87     | 2.17<br>2.28     | 1.79<br>2.50            | 1.83<br>5.44     | 1.86<br>1.86              | 1.86<br>1.38     | 2.92<br>3.13         | 5.81<br>7.10     |
| 129  | Steam-boat expenses . . . . . "   | 1st half<br>2nd "                 | 1.04<br>1.40     | ...                               | ...              | 0.21<br>0.24     | ...                     | ...              | ...                       | 0.01<br>...      | ...                  | 0.81<br>0.42     |
| 130  | TOTAL WORKING EXPENSES . . . . . "  | 1st half<br>2nd "                 | 42.12<br>52.45   | 44.01<br>51.05                    | 71.78<br>50.58   | 37.82<br>40.04   | 46.26<br>54.69          | 50.99<br>68.40   | 37.49<br>38.86            | 58.52<br>50.68   | 50.20<br>55.10       | 88.95<br>86.84   |

## DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

| 3' 5 1/2"                |                                      |                  |                  |                            |                  |                  |                        |                  |                            |                  | 3' 6"                        |                  |   |                  | GAUGE.                            |           | Serial number. |
|--------------------------|--------------------------------------|------------------|------------------|----------------------------|------------------|------------------|------------------------|------------------|----------------------------|------------------|------------------------------|------------------|---|------------------|-----------------------------------|-----------|----------------|
| 12 (a) & (b)             | 14 (a) to (d)                        | 15 (a)           | 3 (b) & (c)      | 8 (c)                      | 18 (a) to (c)    | 12 (g) to (m)    | 20(a) & (b)            | 21 (a) to (f)    | 22 (a) to (j)              | 23 (a)           | 1 (b)                        | 20 (a)           | 9 (h) & (i)                                 | 1 (e)            | Number.                           |           |                |
| Bengal and North-Western | Bhavanagar-Gondal Junnagar-Porbandar | Burma            | Eastern Bengal   | Hyderabad Godavari Valley. | Jodhpur-Bikanor. | Rajputana-Malwa  | Rohilkhand and Kumaon. | South Indian.    | South-eastern Maharashtra. | Udaipur-Chitor.  | Jubbulpore-Gondal extension. | Katka-Simla.     | Khushalgarh-Kohat-Thal and Nowshera-Dargal. | Raipur-Dumari.   | Calendar year 1906 by half-years. |           |                |
| 121.43<br>103.91         | 81.25<br>75.47                       | 87.24<br>79.54   | 89.24<br>113.26  | 52.02<br>38.09             | 107.79<br>85.13  | 132.94<br>130.19 | 90.16<br>100.94        | 78.44<br>75.97   | 81.82<br>77.70             | 63.93<br>54.06   | 57.90<br>65.02               | 20.12<br>12.86   | 13.86<br>14.05                              | 38.51<br>82.69   | 1st half<br>2nd "                 | 110       |                |
| 141.81<br>157.71         | 134.22<br>127.90                     | 142.28<br>141.16 | 144.71<br>145.10 | 85.60<br>71.83             | 125.51<br>128.64 | 152.99<br>149.61 | 116.75<br>124.34       | 131.46<br>135.27 | 127.17<br>123.04           | 136.88<br>121.69 | 131.22<br>134.86             | 70.34<br>61.66   | 42.71<br>40.05                              | 72.66<br>56.71   | 1st half<br>2nd "                 | 111       |                |
| 263.24<br>266.67         | 215.17<br>203.37                     | 225.52<br>220.70 | 223.95<br>25.36  | 137.92<br>109.97           | 233.30<br>213.77 | 185.97<br>239.80 | 207.01<br>325.28       | 200.90<br>211.24 | 211.50<br>200.74           | 200.81<br>175.66 | 189.12<br>200.42             | 90.16<br>84.32   | 56.57<br>54.10                              | 110.57<br>8.00   | 1st half<br>2nd "                 | 112       |                |
| 1.27<br>1.46             | 1.89<br>2.07                         | 1.89<br>1.94     | 2.61<br>2.21     | 1.65<br>1.70               | 1.32<br>1.73     | 1.89<br>1.97     | 1.39<br>1.62           | 1.95<br>1.73     | 1.55<br>1.76               | 1.63<br>1.95     | 1.59<br>1.51                 | 2.80<br>3.51     | 1.24<br>0.96                                | 1.68<br>1.08     | 1st half<br>2nd "                 | 113       |                |
| 8.57<br>9.51             | 12.84<br>14.89                       | 15.72<br>16.67   | 20.35<br>19.07   | 17.71<br>19.35             | 10.90<br>13.83   | 11.24<br>12.17   | 12.65<br>14.73         | 17.91<br>15.76   | 13.11<br>15.93             | 12.17<br>17.45   | 14.30<br>13.24               | 62.60<br>96.81   | 28.36<br>21.29                              | 13.15<br>18.70   | 1st half<br>2nd "                 | 114       |                |
| 2.01<br>2.57             | 4.16<br>5.27                         | 4.35<br>4.69     | 5.62<br>3.74     | 4.05<br>4.96               | 2.34<br>3.89     | 2.72<br>2.91     | 2.97<br>3.07           | 4.77<br>4.87     | 3.50<br>4.86               | 4.90<br>6.90     | 5.27<br>4.50                 | 26.76<br>29.49   | 17.14<br>13.18                              | 5.37<br>6.32     | 1st half<br>2nd "                 | 115       |                |
| 4.28<br>5.18             | 9.17<br>11.36                        | 7.55<br>8.05     | 9.44<br>7.88     | 7.30<br>9.75               | 3.91<br>5.97     | 4.87<br>4.75     | 5.72<br>5.33           | 8.02<br>7.62     | 6.79<br>8.35               | 19.18<br>27.91   | 11.35<br>10.63               | 91.71<br>71.14   | 32.40<br>25.72                              | 11.96<br>14.04   | 1st half<br>2nd "                 | 115<br>A. |                |
| 2.13<br>1.75             | 2.19<br>1.45                         | 1.08<br>0.43     | 1.55<br>2.37     | 2.05<br>1.32               | 2.45<br>1.31     | 2.42<br>1.89     | 1.50<br>1.35           | 0.92<br>0.92     | 1.18<br>0.76               | 3.86<br>2.34     | 0.69<br>0.18                 | 1.62<br>0.37     | -0.62<br>-0.30                              | 0.86<br>0.07     | 1st half<br>2nd "                 | 116       |                |
| 14.37<br>11.41           | 14.32<br>10.40                       | 9.01<br>3.67     | 11.87<br>18.70   | 21.87<br>15.05             | 20.29<br>10.50   | 14.44<br>11.65   | 15.55<br>12.35         | 8.40<br>8.41     | 10.04<br>6.81              | 28.75<br>21.18   | 5.37<br>1.58                 | 35.89<br>15.55   | -14.12<br>-7.70                             | 10.50<br>1.17    | 1st half<br>2nd "                 | 117       |                |
| 3.37<br>8.09             | 4.07<br>3.68                         | 2.10<br>1.03     | 3.23<br>4.02     | 4.00<br>3.85               | 4.37<br>2.96     | 3.50<br>2.78     | 3.83<br>2.58           | 2.24<br>2.33     | 2.68<br>1.85               | 11.58<br>8.37    | 1.98<br>0.53                 | 15.45<br>4.71    | -8.53<br>-4.21                              | 4.50<br>0.39     | 1st half<br>2nd "                 | 118       |                |
| 41.53<br>43.75           | 54.83<br>64.72                       | 45.25<br>45.55   | 38.90<br>37.70   | 29.90<br>40.19             | 31.43<br>41.61   | 32.37<br>33.07   | 41.88<br>45.64         | 55.42<br>54.32   | 35.46<br>39.06             | 56.64<br>62.32   | 44.76<br>45.64               | 57.76<br>54.39   | 59.36<br>58.14                              | 44.96<br>54.55   | 1st half<br>2nd "                 | 119       |                |
| 49.28<br>48.32           | 43.41<br>32.04                       | 52.98<br>51.74   | 51.62<br>52.48   | 67.72<br>56.59             | 66.21<br>55.94   | 66.23<br>59.68   | 53.14<br>41.92         | 42.73<br>43.94   | 63.21<br>59.23             | 41.85<br>35.90   | 52.56<br>53.11               | 10.81<br>44.59   | 39.74<br>40.81                              | 55.74<br>44.75   | 1st half<br>2nd "                 | 120       |                |
| 2.49<br>1.78             | 1.71<br>3.24                         | 1.42<br>2.30     | 0.92<br>0.95     | 2.38<br>3.22               | 2.38<br>2.45     | 1.40<br>2.27     | 4.98<br>6.14           | 1.85<br>1.74     | 1.32<br>1.73               | 1.51<br>1.78     | 2.68<br>1.85                 | 1.60<br>1.02     | 0.90<br>1.02                                | 1.80<br>0.70     | 1st half<br>2nd "                 | 121       |                |
| 6.70<br>6.15             | ...                                  | 0.35<br>0.41     | 7.36<br>8.87     | ...                        | ...              | ...              | ...                    | ...              | ...                        | ...              | ...                          | ...              | ...   | ...              | 1st half<br>2nd "                 | 122       |                |
| 100.00<br>100.00         | 100.00<br>100.00                     | 100.00<br>100.00 | 100.00<br>100.00 | 100.00<br>100.00           | 100.00<br>100.00 | 100.00<br>100.00 | 100.00<br>100.00       | 100.00<br>100.00 | 100.00<br>100.00           | 100.00<br>100.00 | 100.00<br>100.00             | 100.00<br>100.00 | 100.00<br>100.00                            | 100.00<br>100.00 | 1st half<br>2nd "                 |           |                |
| 12.30<br>16.37           | 11.77<br>14.87                       | 14.45<br>20.78   | 16.47<br>13.03   | 31.05<br>20.26             | 8.69<br>21.92    | 8.53<br>10.91    | 6.72<br>9.43           | 17.22<br>13.98   | 12.15<br>17.57             | 9.27<br>21.57    | 17.24<br>19.20               | 9.01<br>17.96    | 46.17<br>31.54                              | 10.19<br>13.70   | 1st half<br>2nd "                 | 123       |                |
| 9.71<br>11.56            | 11.40<br>12.45                       | 18.69<br>25.24   | 14.85<br>9.60    | 10.50<br>14.28             | 15.69<br>19.55   | 17.84<br>20.27   | 14.51<br>15.02         | 20.09<br>20.38   | 20.48<br>24.53             | 12.12<br>15.59   | 19.07<br>22.80               | 20.57<br>22.90   | 40.55<br>34.71                              | 15.44<br>17.29   | 1st half<br>2nd "                 | 124       |                |
| 2.69<br>3.19             | 2.02<br>4.14                         | 5.00<br>5.81     | 8.34<br>3.69     | 1.71<br>2.51               | 2.01<br>2.59     | 5.76<br>5.42     | 3.68<br>5.01           | 3.90<br>5.07     | 4.95<br>5.60               | 1.89<br>2.54     | 3.37<br>4.01                 | 1.65<br>2.87     | 8.28<br>5.35                                | 3.13<br>3.32     | 1st half<br>2nd "                 | 125       |                |
| 6.95<br>7.78             | 7.82<br>8.64                         | 8.64<br>10.52    | 9.84<br>9.98     | 6.76<br>10.00              | 5.12<br>6.71     | 6.48<br>7.88     | 7.49<br>8.78           | 7.61<br>7.68     | 7.56<br>9.09               | 6.89<br>7.91     | 12.01<br>15.80               | 8.72<br>13.24    | 22.37<br>21.19                              | 5.82<br>7.70     | 1st half<br>2nd "                 | 126       |                |
| 4.34<br>5.05             | 7.40<br>9.82                         | 5.69<br>7.44     | 4.93<br>4.11     | 7.29<br>11.10              | 3.07<br>4.04     | 3.99<br>5.04     | 6.11<br>8.06           | 6.35<br>6.79     | 7.20<br>8.69               | 5.36<br>6.46     | 8.35<br>11.12                | 10.81<br>9.53    | 13.67<br>12.01                              | 6.36<br>0.82     | 1st half<br>2nd "                 | 127       |                |
| 0.88<br>1.50             | 1.01<br>1.70                         | 2.02<br>1.32     | 2.22<br>1.43     | 0.94<br>2.19               | 2.17<br>2.48     | 1.43<br>1.74     | 1.29<br>1.43           | 1.20<br>1.43     | 1.96<br>1.90               | 1.81<br>1.63     | 1.49<br>2.17                 | 0.13<br>1.02     | 3.80<br>4.43                                | 0.69<br>0.82     | 1st half<br>2nd "                 | 128       |                |
| 2.97<br>3.62             | ...                                  | 0.60<br>0.90     | 6.08<br>5.78     | ...                        | ...              | ...              | ...                    | ...              | ...                        | ...              | ...                          | ...              | 3.05<br>2.87                                | ...              | 1st half<br>2nd "                 | 129       |                |
| 39.79<br>49.81           | 42.02<br>51.82                       | 55.39<br>71.96   | 62.74<br>46.99   | 48.25<br>60.34             | 36.65<br>57.09   | 44.01<br>51.26   | 39.80<br>47.72         | 56.37<br>54.72   | 54.28<br>67.68             | 36.94<br>56.73   | 61.53<br>75.19               | 51.22<br>67.43   | 137.25<br>112.25                            | 42.91<br>62.16   | 1st half<br>2nd "                 | 130       |                |

## Analysis of working of each railway

NOTE.—Railways not shown

| Serial number.                        | PARTS CLASSED.  | GAUGE.<br>Number<br>Calendar year<br>1906<br>by half-<br>years | 5' 6"                  |   |                    |                    |                              |                   |                                 |                        |                                 |                   |
|---------------------------------------|---|--|------------------------|---|--------------------|--------------------|------------------------------|-------------------|---------------------------------|------------------------|---------------------------------|-------------------|
|                                       |   |  | 1 (a)                  | 2 (a) to<br>(f) •                         | 3 (a)              | 4<br>(a) to (d)    | 5<br>(a) to (f)              | 6 (a) to<br>(d)   | 8 (a) &<br>(b)                  | 9 (a) to<br>(g)        | 10 (a) &<br>(b)                 | 11 (a)            |
|                                       |   |  | Bengal-<br>Nagpur.     | Bombay,<br>Baroda and<br>Central<br>India | Eastern<br>Bengal. | East<br>Indian.    | Great<br>Indian<br>Peninsula | Madras.           | Nizam's<br>Guaranteed<br>State. | North<br>West-<br>ern. | Oudh<br>and<br>Rohil-<br>khand. | Assam-<br>Bengal. |
| PER MILE OF LINE, MAIN-<br>TAINED     |   |  | TABLE A—MAINTENANCE OF |   |                    |                    |                              |                   |                                 |                        |                                 |                   |
| 131a                                  | General superintendence (including office expenses) . . . Rs. | 1st half<br>2nd "  | 149 49<br>156 09       | 191 10<br>183 59                          | 261 85<br>201 21   | 228 59<br>230 49   | 150 48<br>151 93             | 150 69<br>152 39  | 146 03<br>155 54                | 148 82<br>149 54       | 140 44<br>135 41                | 140 78<br>156 88  |
| 132a                                  | Maintenance and renewal of permanent-way . . . "              | 1st half<br>2nd "  | 251 99<br>354 11       | 474 14<br>721 92                          | 1353 69<br>800 63  | 809 36<br>810 29   | 714 07<br>461 51             | 443 77<br>58 46   | 233 26<br>293 81                | 671 87<br>613 22       | 301 73<br>437 95                | 411 16<br>424 82  |
| 133a                                  | Repairs of bridges, &c. . . "                                 | 1st half<br>2nd "  | 91 97<br>60 36         | 113 87<br>157 36                          | 385 64<br>492 89   | 255 20<br>172 64   | 215 61<br>165 47             | 126 06<br>414 63  | 359 10<br>199 72                | 58 98<br>65 37         | 190 05<br>70 87                 | 121 47<br>142 56  |
| 134a                                  | Conservancy of rivers . . . "                                 | 1st half<br>2nd "  | ...                    | ...                                       | 5 54<br>0 68       | ...                | ...                          | ...               | 0 08<br>...                     | 10 05<br>13 74         | 0 28<br>1 57                    | ...               |
| 135a                                  | Repairs of stations and buildings . . . "                     | 1st half<br>2nd "  | 103 26<br>1 07 70      | 126 62<br>113 23                          | 331 18<br>383 46   | 252 20<br>2 7 35   | 145 33<br>130 00             | 91 20<br>122 93   | 44 62<br>2 18 0                 | 209 10<br>192 91       | 106 20<br>131 54                | 67 06<br>72 12    |
| 136a                                  | Other charges (net) . . . "                                   | 1st half<br>2nd "  | 49 33<br>73 64         | 84 33<br>85 92                            | 163 33<br>19 21    | 161 25<br>171 29   | 85 92<br>89 24               | 184 15<br>278 42  | 60 04<br>19 91                  | 115 17<br>121 41       | 89 00<br>83 83                  | 74 80<br>57 31    |
| 137a                                  | Total maintenance, &c. . . "                                  | 1st half<br>2nd "  | 631 12<br>775 35       | 1310 02<br>1294 12                        | 2591 22<br>1227 11 | 1766 70<br>1675 06 | 1311 41<br>1001 15           | 885 87<br>1580 83 | 893 13<br>711 78                | 1264 08<br>1159 20     | 814 70<br>681 22                | 781 27<br>860 10  |
| PER MILE OF TRACK, INCLUDING SIDINGS. |   |  |                        |   |                    |                    |                              |                   |                                 |                        |                                 |                   |
| 131b                                  | General superintendence (including office expenses) . . . Rs. | 1st half<br>2nd "  | 119 63<br>132 12       | 127 84<br>122 11                          | 163 50<br>1 55 67  | 115 17<br>116 18   | 107 61<br>108 51             | 124 48<br>150 61  | 129 83<br>138 23                | 115 65<br>116 08       | 121 63<br>117 53                | 129 95<br>136 21  |
| 132b                                  | Maintenance and renewal of permanent-way . . . "              | 1st half<br>2nd "  | 217 13<br>309 19       | 504 16<br>62 21                           | 815 21<br>524 29   | 513 99<br>514 59   | 510 65<br>31 75              | 366 69<br>4 09 7  | 25 88<br>282 90                 | 577 63<br>476 62       | 265 64<br>307 17                | 364 02<br>384 41  |
| 133b                                  | Repairs of bridges, &c. . . "                                 | 1st half<br>2nd "  | 78 32<br>5 19          | 91 10<br>10 19                            | 210 79<br>591 87   | 162 07<br>10 64    | 114 19<br>118 18             | 104 13<br>342 58  | 319 26<br>169 59                | 15 84<br>19 71         | 164 19<br>61 51                 | 107 54<br>126 17  |
| 134b                                  | Conservancy of rivers . . . "                                 | 1st half<br>2nd "  | ...                    | ...                                       | 3 16<br>0 42       | ...                | ...                          | ...               | 0 07<br>...                     | 7 81<br>10 67          | 0 25<br>1 36                    | ...               |
| 135b                                  | Repairs of stations and buildings . . . "                     | 1st half<br>2nd "  | 58 62<br>119 63        | 90 95<br>95 71                            | 201 19<br>236 35   | 160 16<br>182 48   | 103 93<br>92 84              | 75 34<br>101 51   | 79 67<br>26 49                  | 162 57<br>149 75       | 93 70<br>114 17                 | 59 37<br>63 83    |
| 136b                                  | Other charges (net) . . . "                                   | 1st half<br>2nd "  | 34 31<br>62 35         | 76 38<br>59 43                            | 101 08<br>122 18   | 112 16<br>110 69   | 61 44<br>63 71               | 152 12<br>229 91  | 53 39<br>35 47                  | 112 81<br>96 58        | 77 08<br>72 80                  | 30 81<br>50 73    |
| 137b                                  | Total maintenance, &c. . . "                                  | 1st half<br>2nd "  | 537 40<br>626 50       | 87 95<br>86 24                            | 1561 77<br>132 71  | 108 85<br>1033 78  | 937 82<br>715 62             | 822 67<br>1305 38 | 791 65<br>652 0                 | 187 34<br>839 84       | 722 89<br>764 94                | 691 19<br>761 35  |
| PER TOTAL TRAIN-MILE.                 |   |  |                        |   |                    |                    |                              |                   |                                 |                        |                                 |                   |
| 131c                                  | General superintendence (including office expenses) . . . Rs. | 1st half<br>2nd "  | 1 30<br>1 45           | 1 33<br>1 37                              | 1 57<br>1 34       | 0 95<br>0 99       | 0 81<br>0 91                 | 1 36<br>1 61      | 1 14<br>1 73                    | 1 00<br>0 99           | 1 07<br>1 11                    | 2 40<br>2 26      |
| 132c                                  | Maintenance and renewal of permanent-way . . . "              | 1st half<br>2nd "  | 2 37<br>3 29           | 5 14<br>5 37                              | 7 66<br>3 77       | 3 35<br>3 45       | 3 93<br>2 77                 | 4 01<br>5 15      | 2 79<br>3 30                    | 4 67<br>4 06           | 2 35<br>3 77                    | 6 72<br>6 40      |
| 133c                                  | Repairs of bridges, &c. . . "                                 | 1st half<br>2nd "  | 0 85<br>0 56           | 1 00<br>1 17                              | 2 01<br>2 19       | 1 06<br>0 74       | 1 19<br>0 99                 | 1 14<br>3 66      | 3 55<br>2 13                    | 0 40<br>0 13           | 1 45<br>0 59                    | 1 99<br>2 10      |
| 134c                                  | Conservancy of rivers . . . "                                 | 1st half<br>2nd "  | ...                    | ...                                       | 0 08<br>...        | ...                | ...                          | ...               | ...                             | 0 06<br>0 09           | ...                             | ...               |
| 135c                                  | Repairs of stations and buildings . . . "                     | 1st half<br>2nd "  | 0 96<br>1 21           | 0 94<br>1 07                              | 1 73<br>1 70       | 1 04<br>1 22       | 0 80<br>0 77                 | 0 82<br>1 00      | 0 44<br>0 33                    | 1 41<br>1 27           | 0 83<br>1 08                    | 1 09<br>1 06      |
| 136c                                  | Other charges (net) . . . "                                   | 1st half<br>2nd "  | 0 87<br>0 69           | 0 58<br>0 66                              | 0 86<br>0 78       | 0 67<br>0 71       | 0 47<br>0 53                 | 1 66<br>2 46      | 0 50<br>0 14                    | 0 84<br>0 83           | 0 68<br>0 69                    | 0 56<br>0 85      |
| 137c                                  | Total maintenance, &c. . . "                                  | 1st half<br>2nd "  | 5 85<br>7 20           | 9 09<br>9 64                              | 13 06<br>9 58      | 7 07<br>7 14       | 7 22<br>5 97                 | 8 99<br>13 97     | 8 81<br>7 93                    | 8 52<br>7 67           | 6 38<br>7 45                    | 12 76<br>12 67    |
| PER 1,000 GROSS TON-MILES.            |   |  |                        |   |                    |                    |                              |                   |                                 |                        |                                 |                   |
| 131d                                  | General superintendence (including office expenses) . . . Rs. | 1st half<br>2nd "  | 0 20<br>0 25           | 0 20<br>0 22                              | 0 27<br>0 25       | 0 12<br>0 13       | 0 14<br>0 17                 | 0 25<br>0 31      | 0 25<br>0 80                    | 0 18<br>0 17           | 0 32<br>0 23                    | 0 77<br>0 65      |
| 132d                                  | Maintenance and renewal of permanent-way . . . "              | 1st half<br>2nd "  | 0 87<br>0 56           | 0 78<br>0 88                              | 1 39<br>0 7        | 0 43<br>0 14       | 0 68<br>0 51                 | 0 75<br>1 01      | 0 17<br>0 36                    | 0 84<br>0 72           | 0 43<br>0 70                    | 2 15<br>1 83      |
| 133d                                  | Repairs of bridges, &c. . . "                                 | 1st half<br>2nd "  | 0 13<br>0 10           | 0 15<br>0 19                              | 0 10<br>0 43       | 0 14<br>0 09       | 0 21<br>0 18                 | 0 21<br>0 72      | 0 60<br>0 36                    | 0 07<br>0 08           | 0 30<br>0 12                    | 0 64<br>0 60      |
| 134d                                  | Conservancy of rivers . . . "                                 | 1st half<br>2nd "  | ...                    | ...                                       | 0 01<br>...        | ...                | ...                          | ...               | ...                             | 0 01<br>0 01           | ...                             | ...               |
| 135d                                  | Repairs of stations and buildings . . . "                     | 1st half<br>2nd "  | 0 15<br>0 21           | 0 11<br>0 17                              | 0 34<br>0 33       | 0 13<br>0 15       | 0 14<br>0 11                 | 0 15<br>0 21      | 0 07<br>0 08                    | 0 25<br>0 23           | 0 17<br>0 23                    | 0 85<br>0 30      |
| 136d                                  | Other charges (net) . . . "                                   | 1st half<br>2nd "  | 0 06<br>0 11           | 0 09<br>0 11                              | 0 15<br>0 17       | 0 09<br>0 10       | 0 08<br>0 10                 | 0 31<br>0 48      | 0 10<br>0 08                    | 0 18<br>0 15           | 0 14<br>0 15                    | 0 17<br>0 24      |
| 137d                                  | Total maintenance, &c. . . "                                  | 1st half<br>2nd "  | 0 91<br>1 33           | 1 36<br>1 57                              | 2 56<br>1 90       | 0 91<br>0 91       | 1 25<br>1 19                 | 1 67<br>2 73      | 1 49<br>1 36                    | 1 83<br>1 86           | 1 31<br>1 52                    | 4 08<br>3 69      |

## DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

| 3 1/2"                    |                                    |                    |                    |                            |                  |                  |                        |                  |                       |                   | 2' 6"                        |                    |   |                  | GAUGE.                            |      | Serial number. |
|---------------------------|------------------------------------|--------------------|--------------------|----------------------------|------------------|------------------|------------------------|------------------|-----------------------|-------------------|------------------------------|--------------------|---|------------------|-----------------------------------|------|----------------|
| 12 (a) & (b)              | 14 (a) to (d)                      | 15 (a)             | 3 (b) & (c)        | 8 (c)                      | 18 (a) to (c)    | 2 (g) to (m)     | 20 (a) & (b)           | 21 (a) to (f)    | 22 (a) to (j)         | 23 (a)            | 1 (b)                        | 30 (a)             | 9 (h) & (i)                                 | 1 (c)            | Number.                           |      |                |
| Bengal and North-Western. | Bhuvanagar-Gondal-Jumad-Porbandar. | Burma.             | Eastern Bengal.    | Hydrazbad-Godavari Valley. | Jodhpur-Bikaner. | Rajputana-Malwa. | Rohilkhand and Kumaon. | South Indian.    | South ern Moharratta. | Udai-pur-Chitor.  | Jubbulpore-Gondha extension. | Kalka-Simla.       | Khushalgarh-Kohat-Thel and Nowshera-Durgai. | Raipur-Dhamtari. | Calendar year 1906 by half-years. |      |                |
| WAY, WORKS AND STATIONS.  |                                    |                    |                    |                            |                  |                  |                        |                  |                       |                   |                              |                    |   |                  |                                   |      |                |
| 86:25<br>95:15            | 49:55<br>57:81                     | 142:30<br>113:10   | 107:81<br>117:12   | 127:09<br>1:8 03           | 21:31<br>22:31   | 96:59<br>94:07   | 57 61<br>68 10         | 169:58<br>163 86 | 78:17<br>77 17        | 79:83<br>37 16    | 105:40<br>91:92              | 247 64<br>257 87   | 158:24<br>136:46                            | 7:00<br>7:01     | 1st half<br>2nd "                 | 131a |                |
| 328:42<br>366:02          | 247:85<br>207:61                   | 377:21<br>488:41   | 601:27<br>335:08   | 729 70<br>370 69           | 171 54<br>427:00 | 377 51<br>369:01 | 117 61<br>1:8 71       | 352 02<br>268:60 | 272 81<br>312:74      | 132:06<br>271:91  | 123:11<br>126 51             | 207:60<br>204 41   | 231:61<br>160:95                            | 111:50<br>92 99  | 1st half<br>2nd "                 |      | 132a           |
| 111:99<br>143:03          | 5:75<br>7:65                       | 206:19<br>128:00   | 77:11<br>217:13    | 23 65<br>33:19             | 4:13<br>2 36     | 68 16<br>80 12   | 31:29<br>56:09         | 150 98<br>187:73 | 46:04<br>51 22        | 0 95<br>4:28      | 8:11<br>12 30                | 37:13<br>719:57    | 98:78<br>119:58                             | 11:50<br>24:11   | 1st half<br>2nd "                 | 133a |                |
| 0:93<br>3:20              | ...                                | 0:29<br>0:10       | ...                | ...                        | ...              | ...              | -0:35<br>4 21          | ...              | ...                   | ...               | ...                          | ...                | ...   | ...              | 1st half<br>2nd "                 |      | 134a           |
| 45:90<br>68:77            | 18:19<br>41:49                     | 117:12<br>165:25   | 103:26<br>147:22   | 38:85<br>31:37             | 18:14<br>16:41   | 64:15<br>13:39   | 39:83<br>34 8          | 38:78<br>69:38   | 44:23<br>65 17        | 18:82<br>27:15    | 33 21<br>35 32               | 34 29<br>23 32     | 89:58<br>33:10                              | -4:87<br>22:06   | 1st half<br>2nd "                 | 135a |                |
| 40:01<br>65:45            | 28:32<br>22:77                     | 94:03<br>159:23    | 109:45<br>112:19   | 60:21<br>67:84             | 2:07<br>10 28    | 39:93<br>47 35   | -1:07<br>15 03         | 37:02<br>4 40    | 33:60<br>61 38        | 6:25<br>9 32      | 23:93<br>8:38                | 17 21<br>9:57      | 16 06<br>39 59                              | 9:33<br>49:61    | 1st half<br>2nd "                 |      | 136a           |
| 613:56<br>712:02          | 319:66<br>357 44                   | 938:71<br>1,087:39 | 1,005:10<br>839 42 | 975:50<br>632 02           | 23:18<br>478:66  | 840:60<br>665:27 | 263:25<br>3,06:12      | 941:28<br>6:5 09 | 479:67<br>1,67:08     | 124 55<br>3:27:2  | 204:17<br>276 43             | 513:01<br>1,319:01 | 634:27<br>498:58                            | 134 16<br>195:78 | 1st half<br>2nd "                 | 137a |                |
| 71:78<br>82:53            | 45:06<br>32:57                     | 121:13<br>122:29   | 91:46<br>99:81     | 110 72<br>115:71           | 29:23<br>21:16   | 77:10<br>59 09   | 10 07<br>59 09         | 141:94<br>144:78 | 70:70<br>69 51        | 37 36<br>34:11    | 98:15<br>84 90               | 223:06<br>232 32   | 113:74<br>123:00                            | 6:59<br>6 61     | 1st half<br>2nd "                 |      | 131b           |
| 284:72<br>315:71          | 225:39<br>183:80                   | 321:33<br>415:10   | 510:28<br>2:1:83   | 654:39<br>333:43           | 162 91<br>405 04 | 305 68<br>2:5:58 | 127:78<br>187 91       | 311 86<br>277 31 | 215:46<br>281 68      | 124:45<br>257:33  | 114:63<br>116 84             | 187 12<br>181:32   | 210:58<br>155 31                            | 105:08<br>87 66  | 1st half<br>2nd "                 | 132b |                |
| 97:09<br>123:37           | 5:23<br>6:26                       | 176:16<br>169 00   | 65 14<br>184:82    | 21:27<br>30:12             | 3:03<br>2 23     | 58:17<br>68 84   | 29:89<br>48:74         | 310:21<br>165:88 | 41:54<br>46 13        | 0 03<br>1:01      | 7:55<br>11:91                | 33:52<br>6:7 24    | 89 73<br>108 58                             | 10:84<br>22:53   | 1st half<br>2nd "                 |      | 133b           |
| 0:60<br>2 84              | ...                                | 0:25<br>0:08       | ...                | ...                        | ...              | ...              | -0:43<br>4:27          | ...              | ...                   | ...               | ...                          | ...                | ...   | ...              | 1st half<br>2nd "                 | 134b |                |
| 39:79<br>59 32            | 16:54<br>37:82                     | 160:21<br>163:27   | 92:73<br>125:14    | 31:95<br>25 21             | 17:22<br>15:57   | 54:09<br>62 65   | 25:90<br>30:23         | 34 7<br>61:82    | 39:86<br>55 97        | 17 65<br>25:41    | 30:91<br>13:92               | 31:06<br>25 51     | 81:37<br>29:06                              | -1:59<br>20:79   | 1st half<br>2nd "                 |      | 135b           |
| 31:60<br>56 46            | 25:75<br>20:71                     | 60:75<br>135:00    | 93 31<br>25:01     | 51:15<br>61:02             | 19 05<br>10 04   | 31:09<br>58 89   | -1:11<br>11:83         | 33:73<br>4:33    | 30 28<br>56 28        | 5:88<br>8:62      | 22:36<br>7:74                | 16 54<br>8 00      | 10:02<br>35:94                              | 8:79<br>40:77    | 1st half<br>2nd "                 | 136b |                |
| 331 87<br>610:02          | 317:97<br>206:86                   | 800:73<br>926:14   | 853 25<br>790:78   | 877 48<br>508:49           | 2:3 34<br>454:04 | 529 63<br>866:26 | 2:8 89<br>292 67       | 832 04<br>614:12 | 427:83<br>511 17      | 186 23<br>3:30:18 | 278 72<br>253 31             | 491 04<br>1,099 71 | 574:14<br>452 69                            | 123:71<br>184:56 | 1st half<br>2nd "                 |      | 137b           |
| 0:88<br>0:98              | 1:07<br>1:51                       | 1:19<br>1:20       | 1:09<br>1:13       | 1:49<br>1:91               | 0:43<br>0:46     | 0:73<br>0 79     | 0 79<br>0:91           | 1 53<br>1:49     | 0:84<br>0:92          | 1 53<br>1 51      | 2 73<br>2 14                 | 3 18<br>3 25       | 1 71<br>1 30                                | 0:21<br>0:21     | 1st half<br>2nd "                 | 131c |                |
| 3:37<br>3:74              | 5:53<br>5:41                       | 3:17<br>4:09       | 0:07<br>3:24       | 8:80<br>5:59               | 3:45<br>8:94     | 2:89<br>3:11     | 2 01<br>2 14           | 0:37<br>2:44     | 2:24<br>3 71          | 0:11<br>11:07     | 3:19<br>2 95                 | 2 51<br>2 60       | 2 55<br>1 63                                | 3:39<br>2 77     | 1st half<br>2nd "                 |      | 132c           |
| 1:15<br>1:46              | 0:13<br>0:20                       | 1:53<br>1 07       | 0:74<br>2:10       | 0:29<br>0 51               | 0:08<br>0 05     | 0 55<br>0:67     | 0:47<br>0:76           | 3:35<br>1:10     | 6:50<br>0 61          | 0 04<br>0 17      | 0:21<br>0 31                 | 0:52<br>9 13       | 1:09<br>1:15                                | 0:31<br>0:72     | 1st half<br>2nd "                 | 133c |                |
| 0:01<br>0:04              | ...                                | ...                | 0:01<br>...        | ...                        | ...              | ...              | -0:05<br>0 06          | ...              | ...                   | ...               | ...                          | ...                | ...   | ...              | 1st half<br>2nd "                 |      | 134c           |
| 0:48<br>0:70              | 0:09<br>1:08                       | 0:10<br>1:11       | 1:10<br>1:42       | 0:47<br>0:47               | 0 26<br>0 34     | 0:52<br>0:43     | 0:41<br>0:47           | 0 37<br>0 63     | 0:48<br>0:73          | 0 72<br>1 09      | 0:56<br>0 85                 | 0 18<br>0 36       | 0 08<br>0 81                                | -0:11<br>0 66    | 1st half<br>2nd "                 | 135c |                |
| 0:41<br>0:66              | 0:01<br>0 59                       | 0:79<br>1:33       | 1:11<br>1 10       | 0:12<br>1 03               | 0:10<br>0 23     | 0:31<br>0 39     | -0:03<br>0 19          | 0:37<br>0 04     | 0:26<br>0 74          | 0:24<br>0 26      | 0:62<br>0 19                 | 0 25<br>0 12       | 0:62<br>0 38                                | 0 28<br>1:48     | 1st half<br>2nd "                 |      | 136c           |
| 6:30<br>7:18              | 7:53<br>8:70                       | 7:57<br>9 10       | 10:15<br>9 00      | 11 76<br>9:53              | 4 72<br>10:02    | 5 60<br>8:58     | 3:61<br>4:53           | 8:99<br>6:30     | 5 13<br>6 70          | 7 64<br>14:20     | 7:61<br>6 14                 | 7 64<br>15:49      | 6 98<br>4:77                                | 8:09<br>5:84     | 1st half<br>2nd "                 | 137c |                |
| 0 24<br>0:27              | 0:26<br>0 54                       | 0:35<br>0:35       | 0:35<br>0:35       | 0:17<br>0 64               | 0 13<br>0 14     | 0 19<br>0:22     | 0:24<br>0:22           | 0 50<br>0:40     | 0:28<br>0:32          | 0:43<br>0 49      | 0:86<br>0 66                 | 2 51<br>2 37       | 1 88<br>1:42                                | 0:13<br>0 17     | 1st half<br>2nd "                 |      | 131d           |
| 0:03<br>1:03              | 1:82<br>1:93                       | 0:92<br>1 19       | 1:08<br>1 00       | 2:78<br>1:86               | 1 00<br>2:84     | 0:76<br>0 87     | 0 62<br>0 53           | 1 10<br>0 30     | 0 26<br>1 29          | 1:43<br>3 54      | 1 00<br>0 91                 | 2 11<br>1 87       | 2 76<br>1:77                                | 2 19<br>2 20     | 1st half<br>2nd "                 | 132d |                |
| 0:22<br>0:40              | 0:04<br>0:07                       | 0:10<br>0 31       | 0:25<br>0 65       | 0 09<br>0:17               | 0:03<br>0:02     | 0 14<br>0 19     | 0:15<br>0 19           | 1 19<br>0 56     | 0 16<br>0 21          | 0 01<br>0 06      | 0:07<br>0 09                 | 0 38<br>0 59       | 1 15<br>1 24                                | 0:22<br>0 57     | 1st half<br>2nd "                 |      | 133d           |
| 0:01<br>...               | ...                                | ...                | ...                | ...                        | ...              | ...              | -0:01<br>0 02          | ...              | ...                   | ...               | ...                          | ...                | ...   | ...              | 1st half<br>2nd "                 | 134d |                |
| 0:13<br>0:19              | 0:13<br>0:39                       | 0:28<br>0:41       | 0 36<br>0 43       | 0 15<br>0 16               | 0 10<br>0 11     | 0 14<br>0 17     | 0 13<br>0 11           | 0 12<br>0 21     | 0 15<br>0 27          | 0 20<br>0 84      | 0 27<br>0 27                 | 0 33<br>0 26       | 1 97<br>0 35                                | -0 09<br>0 12    | 1st half<br>2nd "                 |      | 135d           |
| 0 11<br>0 18              | 0:21<br>0 21                       | 0 23<br>0 29       | 0 26<br>0 38       | 0 22<br>0 34               | 0 12<br>0 07     | 0 09<br>0 10     | -0:01<br>0 05          | 0 12<br>0 01     | 0 12<br>0 25          | 0 06<br>0 13      | 0 19<br>0 16                 | 0 17<br>0 09       | 0 68<br>0 41                                | 0 18<br>1:17     | 1st half<br>2nd "                 | 136d |                |
| 1:73<br>2 08              | 2:37<br>3:14                       | 2:28<br>2:55       | 3:30<br>2:76       | 3:71<br>3:17               | 1:87<br>3:18     | 1:32<br>1:55     | 1:12<br>1:14           | 2:93<br>2:07     | 1:67<br>2:34          | 2:18<br>4:54      | 2:89<br>1:99                 | 5:52<br>11:18      | 7:57<br>5:19                                | 2:56<br>4:63     | 1st half<br>2nd "                 |      | 137d           |

### *Analysis of working of each railway*

**NOTE.**—Railways not shown

| Serial number. | PARTICULARS.  | LAUGH.                            |                | 5' 6"                             |                 |                |                         |                |                           |                |                        |                | 11 (a) |
|----------------|---|-----------------------------------|----------------|-----------------------------------|-----------------|----------------|-------------------------|----------------|---------------------------|----------------|------------------------|----------------|--------|
|                |   | Number                            | 1 (a)          | 2 (a) to (f)                      | 3 (a)           | 4 (c) to (d)   | 5 (e) to (f)            | 6 (a) to (d)   | 8 (a) & (b)               | 9 (a) to (g)   | 10 (a) & (b)           |                |        |
|                |   | Calendar year 1906 by half-years. | Bengal-Nagpur. | Bombay, Baroda and Central India. | Eastern Bengal. | East Indian.   | Great Indian Peninsula. | Madras.        | Nizam's Guaranteed State. | North Western. | Oudh and Jhelum-khand. | Assam-Bengal.  |        |
|                | Average price of fuel per ton in terms of . . . { Coal . . . lbs. {<br>Wood . . . " { | 1st half<br>2nd "                 | 2 65<br>2 65   | 17-41<br>16-46                    | 6 33<br>6 50    | 1 97<br>1 97   | 11-27<br>11-49          | 9 69<br>11 09  | 4 68<br>4 71              | 13 30<br>13 80 | 8 30<br>8 51           | 7-41<br>7-41   |        |
|                |   | 1st half<br>2nd "                 | ...<br>...     | ...<br>...                        | ...<br>...      | ...<br>...     | ...<br>...              | ...<br>...     | ...<br>...                | ...<br>...     | ...<br>...             | ...<br>...     |        |
|                | TABLE B.—LOCOMOTIVE   |                                   |                |                                   |                 |                |                         |                |                           |                |                        |                |        |
|                | PER TOTAL TRAIN-MILE.   |                                   |                |                                   |                 |                |                         |                |                           |                |                        |                |        |
| 138a           | General superintendence (including office expenses) Annas {                           | 1st half<br>2nd "                 | 1 05<br>1 11   | 1 03<br>1 08                      | 0 55<br>0 54    | 0 74<br>0 77   | 0 64<br>0 71            | 0 68<br>0 68   | 0 75<br>0 82              | 0 56<br>0 55   | 0 64<br>0 61           | 0 98<br>0 91   |        |
| 139a           | Running expenses . . . " {  | 1st half<br>2nd "                 | 2 43<br>2 50   | 3 04<br>3 04                      | 1 90<br>2 07    | 2 43<br>2 25   | 2 70<br>2 92            | 2 91<br>2 05   | 1 78<br>1 76              | 1 54<br>1 45   | 1 13<br>1 15           | 1 68<br>1 64   |        |
| 140a           | Fuel . . . . . " {  | 1st half<br>2nd "                 | 1 27<br>1 24   | 7 05<br>6 91                      | 2 70<br>3 02    | 0 89<br>0 91   | 4 67<br>4 08            | 4 13<br>4 10   | 1 90<br>1 87              | 5 32<br>5 33   | 3 70<br>3 60           | 2 48<br>3 01   |        |
| 141a           | Water . . . . . " {   | 1st half<br>2nd "                 | 0 17<br>0 14   | 0 51<br>0 49                      | 0 18<br>0 19    | 0 11<br>0 13   | 0 34<br>0 35            | 0 51<br>0 33   | 0 27<br>0 26              | 0 25<br>0 27   | 0 15<br>0 18           | 0 22<br>0 23   |        |
| 142a           | Oil, tallow and other stores . . . . . " {  | 1st half<br>2nd "                 | 0 29<br>0 32   | 0 55<br>0 39                      | 0 40<br>0 41    | 0 33<br>0 40   | 0 46<br>0 49            | 0 37<br>0 15   | 0 35<br>0 38              | 0 38<br>0 26   | 0 33<br>0 33           | 0 25<br>0 28   |        |
| 143a           | Maintenance and renewal of locomotives . . . " {                                      | 1st half<br>2nd "                 | 3 14<br>2 85   | 4 55<br>4 14                      | 3 59<br>2 13    | 2 46<br>2 41   | 3 16<br>3 55            | 3 45<br>4 22   | 2 02<br>2 16              | 4 09<br>3 23   | 1 69<br>1 47           | 1 71<br>2 15   |        |
| 143A (a)       | Maintenance and renewal of machinery, tools and plant . . . . . " {                   | 1st half<br>2nd "                 | 0 16<br>0 15   | 0 37<br>0 71                      | 0 11<br>0 41    | 0 23<br>0 14   | 0 23<br>0 26            | 0 14<br>0 23   | 0 05<br>0 05              | 0 31<br>0 47   | 0 19<br>0 35           | 0 02<br>0 04   |        |
| 144a           | Other charges (net) . . . " {   | 1st half<br>2nd "                 | 1 74<br>1 61   | 1 32<br>1 07                      | 0 32<br>0 49    | 0 97<br>0 90   | 1 79<br>0 93            | 2 19<br>2 23   | 0 48<br>0 51              | 2 12<br>1 31   | 1 71<br>1 58           | 1 06<br>1 07   |        |
| 145a           | Total locomotive expenses . . . . . " {   | 1st half<br>2nd "                 | 10 25<br>9 92  | 19 02<br>17 30                    | 10 05<br>9 26   | 7 57<br>7 94   | 13 59<br>13 93          | 13 19<br>11 69 | 7 60<br>7 81              | 14 47<br>13 07 | 9 60<br>9 10           | 8 40<br>9 33   |        |
|                | Fuel consumed in terms of . . . { Coal (Kharur barce) lbs. {<br>Wood . . . " {        | 1st half<br>2nd "                 | 66 93<br>65 32 | 56 67<br>58 74                    | 59 64<br>62 12  | 69 59<br>67 99 | 58 00<br>57 05          | 59 65<br>56 36 | 56 81<br>55 61            | 55 98<br>59 12 | 57 59<br>56 37         | 45 05<br>54 06 |        |
|                |   | 1st half<br>2nd "                 | ...<br>...     | ...<br>...                        | ...<br>...      | ...<br>...     | ...<br>...              | ...<br>...     | ...<br>...                | ...<br>...     | ...<br>...             | ...<br>...     |        |
|                | PER ENGINE-MILE.  |                                   |                |                                   |                 |                |                         |                |                           |                |                        |                |        |
| 138b           | General superintendence (including office expenses) Annas {                           | 1st half<br>2nd "                 | 0 87<br>0 92   | 0 85<br>0 91                      | 0 37<br>0 37    | 0 55<br>0 57   | 0 46<br>0 63            | 0 57<br>0 68   | 0 64<br>0 71              | 0 18<br>0 47   | 0 54<br>0 54           | 0 77<br>0 68   |        |
| 139b           | Running expenses . . . " {  | 1st half<br>2nd "                 | 2 02<br>2 08   | 2 51<br>2 53                      | 1 30<br>1 41    | 1 59<br>1 07   | 2 25<br>2 35            | 1 69<br>1 75   | 1 53<br>1 50              | 1 33<br>1 25   | 0 96<br>0 98           | 1 32<br>1 21   |        |
| 140b           | Fuel . . . . . " {  | 1st half<br>2nd "                 | 1 05<br>1 02   | 5 81<br>5 76                      | 1 85<br>2 05    | 0 66<br>0 69   | 4 07<br>4 10            | 3 48<br>4 02   | 1 63<br>1 50              | 4 60<br>4 75   | 3 21<br>3 06           | 1 95<br>2 24   |        |
| 141b           | Water . . . . . " {   | 1st half<br>2nd "                 | 0 14<br>0 11   | 0 42<br>0 39                      | 0 12<br>0 13    | 0 09<br>0 10   | 0 30<br>0 29            | 0 27<br>0 29   | 0 33<br>0 22              | 0 32<br>0 23   | 0 12<br>0 15           | 0 17<br>0 17   |        |
| 142b           | Oil, tallow and other stores . . . . . " {  | 1st half<br>2nd "                 | 0 24<br>0 26   | 0 45<br>0 41                      | 0 27<br>0 28    | 0 25<br>0 29   | 0 39<br>0 43            | 0 31<br>0 38   | 0 30<br>0 31              | 0 24<br>0 23   | 0 30<br>0 28           | 0 20<br>0 21   |        |
| 143b           | Maintenance and renewal of locomotives . . . " {                                      | 1st half<br>2nd "                 | 2 62<br>2 36   | 3 20<br>3 46                      | 2 46<br>1 45    | 1 84<br>1 78   | 2 75<br>3 11            | 2 91<br>3 61   | 1 72<br>1 84              | 3 54<br>2 77   | 1 43<br>1 24           | 1 35<br>1 60   |        |
| 143A (b)       | Maintenance and renewal of machinery, tools and plant . . . . . " {                   | 1st half<br>2nd "                 | 0 15<br>0 13   | 0 56<br>0 59                      | 0 28<br>0 28    | 0 17<br>0 10   | 0 20<br>0 23            | 0 12<br>0 20   | 0 04<br>0 04              | 0 25<br>0 40   | 0 16<br>0 30           | 0 02<br>0 03   |        |
| 144b           | Other charges (net) . . . " {   | 1st half<br>2nd "                 | 1 43<br>1 34   | 1 09<br>0 89                      | 0 22<br>0 33    | 0 72<br>0 67   | 1 21<br>0 86            | 1 77<br>1 91   | 0 42<br>0 44              | 1 63<br>1 12   | 1 45<br>1 17           | 0 84<br>0 60   |        |
| 145b           | Total locomotive expenses . . . . . " {   | 1st half<br>2nd "                 | 8 52<br>8 52   | 15 68<br>14 94                    | 6 67<br>6 30    | 5 86<br>5 37   | 11 63<br>12 20          | 11 72<br>12 74 | 6 51<br>6 65              | 12 50<br>11 22 | 8 17<br>7 72           | 0 62<br>6 94   |        |
|                | Fuel consumed in terms of . . . { Coal (Kharur barce) lbs. {<br>Wood . . . " {        | 1st half<br>2nd "                 | 55 68<br>54 16 | 46 73<br>49 02                    | 40 63<br>42 24  | 51 36<br>50 27 | 50 48<br>49 05          | 50 28<br>50 30 | 48 58<br>47 31            | 48 38<br>48 17 | 48 69<br>45 27         | 35 47<br>40 64 |        |
|                |   | 1st half<br>2nd "                 | ...<br>...     | ...<br>...                        | ...<br>...      | ...<br>...     | ...<br>...              | ...<br>...     | ...<br>...                | ...<br>...     | ...<br>...             | ...<br>...     |        |

## DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

| 3' 3 1/2"                 |   |                |                 |                            |                   |                  |                       |                |                            |                 | 2' 6"                        |                |  |                  | GAUGE.                            |  | Serial number. |
|---------------------------|---|----------------|-----------------|----------------------------|-------------------|------------------|-----------------------|----------------|----------------------------|-----------------|------------------------------|----------------|--|------------------|-----------------------------------|--|----------------|
| 12 (a) & (b)              | 14 (a) to (d)                               | 15 (a)         | 3 (b) and (c)   | 8 (c)                      | 18 (a) to (c)     | 2 (g) to (m)     | 20 (a) & (b).         | 21 (a) to (f)  | 22 (a) to (j)              | 23 (a)          | 1 (a)                        | 30 (a)         | 9 (h) & (i)                            | 1 (a)            | Number.                           |  |                |
| Bengal and North-Western. | Bihar, Nagpur, Gondal, Junagadh, Porbandar. | Barnan.        | Eastern Bengal. | Hyderabad-Godavari Valley. | Joithpur-Bikaner. | Rajputana-Malwa. | Robilkund and Kumaon. | South Indian.  | South-eastern Maharashtra. | Udaipur-Chitor. | Jubbulpore-Gondia extension. | Kalka-Simla.   | Kharak-Kohat-Thal and Nowshera-Dargai. | Paipur-Dhamtari. | Calendar year 1906 by half-years. |  |                |
| EXPENSES.                 |   |                |                 |                            |                   |                  |                       |                |                            |                 |                              |                |  |                  |                                   |  |                |
| 6.86<br>6.71              | 15.13<br>15.41                              | 10.98<br>11.70 | 6.78<br>8.53    | 4.77<br>4.87               | 14.58<br>14.80    | 14.38<br>16.48   | ...                   | 12.81<br>13.21 | 10.13<br>10.31             | 18.65<br>18.74  | 3.35<br>3.62                 | 19.20<br>13.88 | 13.29<br>13.47                         | 2.57<br>2.84     | 1st half<br>2nd "                 |  |                |
| ...                       | ...   | ...            | ...             | ...                        | ...               | ...              | 7.03<br>8.32          | ...            | ...                        | ...             | ...                          | ...            | ...                                    | ...              | 1st half<br>2nd "                 |  |                |
| 0.42                      | 0.74  | 0.83           | 0.61            | 0.96                       | 0.32              | 0.58             | 0.79                  | 0.60           | 0.65                       | 1.66            | 1.19                         | 1.45           | 0.58                                   | 0.58             | 1st half                          |  |                |
| 0.43                      | 0.99  | 0.82           | 0.37            | 1.15                       | 0.31              | 0.73             | 0.81                  | 0.59           | 0.75                       | 1.68            | 0.90                         | 1.39           | 0.74                                   | 0.63             | 2nd "                             |  |                |
| 0.74                      | 1.20  | 2.68           | 1.09            | 1.54                       | 0.69              | 1.68             | 0.75                  | 1.65           | 1.62                       | 0.72            | 1.20                         | 2.53           | 1.13                                   | 1.00             | 1st half                          |  |                |
| 0.77                      | 1.30  | 2.56           | 1.21            | 1.54                       | 0.79              | 1.70             | 0.78                  | 1.63           | 1.69                       | 0.75            | 1.14                         | 2.49           | 0.99                                   | 0.97             | 2nd "                             |  |                |
| 1.87                      | 3.49  | 3.53           | 1.50            | 1.29                       | 4.48              | 3.82             | 3.53                  | 2.94           | 2.69                       | 5.22            | 1.10                         | 9.94           | 1.50                                   | 0.48             | 1st half                          |  |                |
| 1.92                      | 3.03  | 3.50           | 2.41            | 1.90                       | 4.17              | 4.90             | 3.18                  | 3.08           | 2.70                       | 1.71            | 1.47                         | 10.92          | 1.69                                   | 0.12             | 2nd "                             |  |                |
| 0.15                      | 0.13  | 0.32           | 0.14            | 0.19                       | 0.45              | 0.24             | 0.18                  | 0.18           | 0.22                       | 0.30            | 0.34                         | 1.17           | 0.49                                   | 0.28             | 1st half                          |  |                |
| 0.16                      | 0.17  | 0.32           | 0.16            | 0.21                       | 0.42              | 0.27             | 0.15                  | 0.14           | 0.22                       | 0.28            | 0.31                         | 1.33           | 0.43                                   | 0.30             | 2nd "                             |  |                |
| 0.20                      | 0.24  | 0.35           | 0.23            | 0.19                       | 0.72              | 0.30             | 0.25                  | 0.25           | 0.16                       | 0.30            | 0.21                         | 0.47           | 0.26                                   | 0.26             | 1st half                          |  |                |
| 0.18                      | 0.31  | 0.32           | 0.28            | 0.22                       | 0.35              | 0.28             | 0.25                  | 0.28           | 0.17                       | 0.31            | 0.20                         | 0.47           | 0.36                                   | 0.32             | 2nd "                             |  |                |
| 0.99                      | 0.86  | 1.61           | 3.43            | 0.88                       | 1.30              | 2.66             | 1.44                  | 4.64           | 2.01                       | 1.49            | 0.96                         | 2.69           | 1.27                                   | 1.63             | 1st half                          |  |                |
| 1.04                      | 1.29  | 2.33           | 1.40            | 1.56                       | 1.34              | 2.10             | 1.40                  | 3.44           | 2.71                       | 1.55            | 0.91                         | 2.85           | 0.75                                   | 0.39             | 2nd "                             |  |                |
| 0.04                      | 0.08  | 0.17           | 0.22            | 0.04                       | 0.11              | 0.36             | 0.17                  | 0.10           | 0.21                       | 0.29            | 0.07                         | 0.02           | 0.11                                   | ...              | 1st half                          |  |                |
| 0.05                      | 0.07  | 0.15           | 0.25            | 0.05                       | 0.15              | 0.41             | 0.17                  | 0.14           | 0.21                       | 0.52            | 0.04                         | 0.02           | 0.09                                   | ...              | 2nd "                             |  |                |
| 0.69                      | 0.52  | 0.69           | 1.54            | 0.74                       | 0.81              | 0.73             | 0.69                  | 0.14           | 1.15                       | ...             | 3.01                         | 0.07           | 0.39                                   | 1.31             | 1st half                          |  |                |
| 0.76                      | 0.5   | 1.08           | 0.35            | 0.88                       | 1.25              | 0.62             | 0.47                  | 0.33           | 1.14                       | ...             | 2.68                         | 0.33           | 0.51                                   | 1.26             | 2nd "                             |  |                |
| 5.10                      | 7.26  | 10.18          | 9.15            | 5.86                       | 8.14              | 10.47            | 7.80                  | 10.19          | 8.62                       | 9.87            | 8.12                         | 17.44          | 6.13                                   | 5.00             | 1st half                          |  |                |
| 5.39                      | 7.34  | 11.08          | 6.63            | 6.71                       | 8.81              | 10.37            | 7.21                  | 9.60           | 9.59                       | 2.63            | 7.61                         | 19.86          | 5.26                                   | 4.36             | 2nd "                             |  |                |
| 41.24                     | 32.31                                       | 45.09          | 39.01           | 37.79                      | 43.05             | 37.76            | ...                   | 31.92          | 35.99                      | 35.22           | 18.36                        | 71.36          | 18.91                                  | 26.28            | 1st half                          |  |                |
| 49.13                     | 27.48                                       | 41.82          | 39.65           | 37.34                      | 39.47             | 36.91            | ...                   | 31.60          | 36.69                      | 31.81           | 56.83                        | 81.40          | 16.61                                  | 25.89            | 2nd "                             |  |                |
| ...                       | ...   | ...            | ...             | ...                        | ...               | ...              | 115.77                | ...            | ...                        | ...             | ...                          | ...            | ...                                    | ...              | 1st half                          |  |                |
| ...                       | ...   | ...            | ...             | ...                        | ...               | ...              | 114.09                | ...            | ...                        | ...             | ...                          | ...            | ...                                    | ...              | 2nd "                             |  |                |
| 0.35                      | 0.66  | 0.69           | 0.48            | 0.86                       | 0.50              | 0.50             | 0.61                  | 0.55           | 0.58                       | 1.55            | 0.99                         | 1.31           | 0.48                                   | 0.56             | 1st half                          |  |                |
| 0.35                      | 0.91  | 0.69           | 0.44            | 1.03                       | 0.32              | 0.55             | 0.65                  | 0.54           | 0.67                       | 1.58            | 0.75                         | 1.18           | 0.63                                   | 0.60             | 2nd "                             |  |                |
| 0.60                      | 1.67  | 2.20           | 0.85            | 1.37                       | 0.65              | 1.15             | 0.69                  | 1.50           | 1.44                       | 0.67            | 1.00                         | 2.30           | 0.83                                   | 0.96             | 1st half                          |  |                |
| 0.63                      | 1.20  | 2.13           | 0.94            | 1.38                       | 0.73              | 1.52             | 0.63                  | 1.49           | 1.51                       | 0.69            | 0.96                         | 2.10           | 0.83                                   | 0.92             | 2nd "                             |  |                |
| 1.54                      | 3.11  | 2.91           | 1.47            | 1.16                       | 4.18              | 3.35             | 2.77                  | 2.66           | 2.31                       | 4.86            | 1.15                         | 8.20           | 1.47                                   | 0.48             | 1st half                          |  |                |
| 1.58                      | 2.79  | 2.92           | 1.87            | 1.16                       | 3.87              | 3.46             | 2.56                  | 2.81           | 2.41                       | 4.44            | 1.22                         | 9.41           | 1.35                                   | 0.47             | 2nd "                             |  |                |
| 0.13                      | 0.12  | 0.06           | 0.11            | 0.18                       | 0.42              | 0.24             | 0.11                  | 0.16           | 0.19                       | 0.08            | 0.31                         | 1.06           | 0.41                                   | 0.27             | 1st half                          |  |                |
| 0.12                      | 0.15  | 0.26           | 0.13            | 0.18                       | 0.39              | 0.23             | 0.13                  | 0.13           | 0.20                       | 0.24            | 0.07                         | 1.13           | 0.36                                   | 0.23             | 2nd "                             |  |                |
| 0.16                      | 0.21  | 0.29           | 0.18            | 0.17                       | 0.31              | 0.25             | 0.19                  | 0.23           | 0.14                       | 0.28            | 0.18                         | 0.43           | 0.30                                   | 0.25             | 1st half                          |  |                |
| 0.15                      | 0.29  | 0.26           | 0.21            | 0.20                       | 0.30              | 0.24             | 0.20                  | 0.25           | 0.15                       | 0.23            | 0.16                         | 0.40           | 0.31                                   | 0.21             | 2nd "                             |  |                |
| 0.81                      | 0.77  | 1.32           | 2.68            | 0.79                       | 1.21              | 2.30             | 1.13                  | 4.22           | 1.79                       | 1.40            | 0.79                         | 2.44           | 1.04                                   | 1.62             | 1st half                          |  |                |
| 0.85                      | 1.19  | 1.04           | 1.09            | 1.21                       | 1.24              | 2.07             | 1.14                  | 3.14           | 2.41                       | 1.45            | 0.76                         | 2.41           | 0.63                                   | 0.37             | 2nd "                             |  |                |
| 0.04                      | 0.07  | 0.14           | 0.17            | 0.04                       | 0.10              | 0.32             | 0.14                  | 0.09           | 0.19                       | 0.19            | 0.05                         | 0.02           | 0.09                                   | ...              | 1st half                          |  |                |
| 0.04                      | 0.08  | 0.13           | 0.19            | 0.05                       | 0.14              | 0.36             | 0.13                  | 0.14           | 0.19                       | 0.49            | 0.01                         | 0.02           | 0.06                                   | ...              | 2nd "                             |  |                |
| 0.56                      | 0.46  | 0.56           | 1.21            | 0.70                       | 0.75              | 0.63             | 0.54                  | 0.13           | 1.03                       | ...             | 2.48                         | 0.06           | 0.32                                   | 1.26             | 1st half                          |  |                |
| 0.63                      | 0.17  | 0.90           | 0.27            | 0.78                       | 1.15              | 0.53             | 0.37                  | 0.27           | 1.02                       | ...             | 2.22                         | 0.33           | 0.26                                   | 1.20             | 2nd "                             |  |                |
| 4.18                      | 6.47  | 8.87           | 7.15            | 5.27                       | 7.92              | 9.05             | 6.12                  | 9.54           | 7.67                       | 9.23            | 6.05                         | 15.82          | 5.04                                   | 5.38             | 1st half                          |  |                |
| 4.35                      | 6.76  | 9.28           | 5.14            | 5.09                       | 8.20              | 8.95             | 5.81                  | 8.77           | 8.56                       | 9.18            | 6.35                         | 16.80          | 4.43                                   | 4.05             | 2nd "                             |  |                |
| 33.81                     | 28.78                                       | 37.03          | 30.47           | 33.99                      | 40.17             | 32.62            | ...                   | 29.04          | 31.96                      | 32.92           | 48.21                        | 65.66          | 15.54                                  | 25.24            | 1st half                          |  |                |
| 32.91                     | 25.90                                       | 34.88          | 30.78           | 33.20                      | 36.80             | 31.98            | ...                   | 29.75          | 32.71                      | 29.86           | 47.23                        | 69.09          | 14.02                                  | 24.65            | 2nd "                             |  |                |
| ...                       | ...   | ...            | ...             | ...                        | ...               | ...              | 30.90                 | ...            | ...                        | ...             | ...                          | ...            | ...                                    | ...              | 1st half                          |  |                |
| ...                       | ...   | ...            | ...             | ...                        | ...               | ...              | 31.91                 | ...            | ...                        | ...             | ...                          | ...            | ...                                    | ...              | 2nd "                             |  |                |



## DIX 18—continued.

system during each half-year of 1906—contd.

do not prepare these statistics.

| 3' 3 1/2"                             |   |                  |                    |  |                     |                           |                                |                  |                                    |                          |  | 2' 6"            |  |                     |   | GAUGE. |  | Serial number. |
|---------------------------------------|---|------------------|--------------------|--|---------------------|---------------------------|--------------------------------|------------------|------------------------------------|--------------------------|--|------------------|--|---------------------|---|--------|--|----------------|
| 12 (a)<br>(b)                         | 14 (a)<br>to (d)  | 15 (a)           | 3<br>(b) & (c)     | 8 (c)                                    | 18 (a)<br>to (c)    | 2<br>(g) to (m)           | 20 (a) & (b)                   | 21 (a)<br>to (f) | 22<br>(a) to (j)                   | 23 (a)                   | 1 (b)                                  | 30 (a)           | 9 (h) & (i)  | 1 (e)               | Number.                                     |        |  |                |
| Bengal<br>and North-<br>West-<br>ern. | Bhaya-<br>nagar-<br>Gondal-<br>Juna-<br>gad-Por-<br>bandar. | Burma.           | Eastern<br>Bengal. | Hydera-<br>bad-Gor-<br>davari<br>Valley. | Jodhpur-<br>Bikaner | Rajput-<br>ana-<br>Malwa. | Rohil-<br>khand and<br>Kumaon. | South<br>Indian. | South-<br>ern<br>Mahar-<br>ashtra. | Udai-<br>pur-<br>Chitor. | Jabal-<br>pur-<br>Gondia<br>extension. | Kalka-<br>Simla. | Kharak-<br>Kohat-<br>Thal and<br>Nowshera<br>Dargah. | Rajpur-<br>Dhotari. | Calendar<br>year 1906<br>by half-<br>years. |        |  |                |
| EXPENSES—contd.                       |   |                  |                    |  |                     |                           |                                |                  |                                    |                          |  |                  |  |                     |   |        |  |                |
| 0.12<br>0.12                          | 0.25<br>0.35  | 0.24<br>0.24     | 0.20<br>0.17       | 0.30<br>0.38                             | 0.10<br>0.11        | 0.15<br>0.18              | 0.22<br>0.20                   | 0.20<br>0.19     | 0.21<br>0.26                       | 0.47<br>0.54             | 0.37<br>0.28                           | 1.05<br>1.00     | 0.63<br>0.81   | 0.37<br>0.50        | 1st half<br>2nd "                           |        |  |                |
| 0.21<br>0.21                          | 0.41<br>0.47  | 0.77<br>0.71     | 0.36<br>0.37       | 0.48<br>0.52                             | 0.20<br>0.25        | 0.41<br>0.49              | 0.21<br>0.20                   | 0.51<br>0.53     | 0.53<br>0.58                       | 0.20<br>0.23             | 0.37<br>0.35                           | 1.83<br>1.80     | 1.22<br>1.07   | 0.61<br>0.77        | 1st half<br>2nd "                           |        |  |                |
| 0.52<br>0.54                          | 1.19<br>1.08  | 1.03<br>1.02     | 0.61<br>0.74       | 0.41<br>0.43                             | 1.30<br>1.32        | 1.02<br>1.11              | 1.10<br>0.79                   | 0.55<br>1.01     | 0.85<br>0.93                       | 1.46<br>1.51             | 0.44<br>0.45                           | 6.53<br>7.88     | 1.95<br>1.74   | 0.31<br>0.39        | 1st half<br>2nd "                           |        |  |                |
| 0.04<br>0.04                          | 0.05<br>0.16  | 0.10<br>0.09     | 0.04<br>0.05       | 0.06<br>0.07                             | 0.12<br>0.08        | 0.07<br>0.07              | 0.06<br>0.04                   | 0.06<br>0.05     | 0.07<br>0.08                       | 0.09<br>0.09             | 0.12<br>0.11                           | 0.94<br>0.96     | 0.54<br>0.47   | 0.18<br>0.23        | 1st half<br>2nd "                           |        |  |                |
| 0.06<br>0.05                          | 0.08<br>0.11  | 0.10<br>0.09     | 0.08<br>0.09       | 0.06<br>0.07                             | 0.10<br>0.12        | 0.08<br>0.08              | 0.08<br>0.06                   | 0.08<br>0.09     | 0.05<br>0.06                       | 0.08<br>0.09             | 0.07<br>0.07                           | 0.34<br>0.34     | 0.40<br>0.40   | 0.17<br>0.17        | 1st half<br>2nd "                           |        |  |                |
| 0.27<br>0.29                          | 0.29<br>0.16  | 0.46<br>0.68     | 1.12<br>0.43       | 0.28<br>0.46                             | 0.37<br>0.43        | 0.71<br>0.67              | 0.45<br>0.35                   | 1.52<br>1.13     | 0.66<br>0.94                       | 0.43<br>0.56             | 0.30<br>0.28                           | 1.94<br>2.06     | 1.38<br>0.81   | 1.08<br>0.31        | 1st half<br>2nd "                           |        |  |                |
| 0.01<br>0.01                          | 0.03<br>0.03  | 0.05<br>0.05     | 0.07<br>0.08       | 0.01<br>0.02                             | 0.03<br>0.05        | 0.10<br>0.12              | 0.05<br>0.04                   | 0.03<br>0.05     | 0.07<br>0.07                       | 0.05<br>0.16             | 0.02<br>...                            | 0.02<br>0.01     | 0.11<br>0.08   | ...<br>...          | 1st half<br>2nd "                           |        |  |                |
| 0.19<br>0.21                          | 0.18<br>0.06  | 0.20<br>0.32     | 0.50<br>0.11       | 0.25<br>0.29                             | 0.24<br>0.40        | 0.19<br>0.17              | 0.22<br>0.12                   | 0.04<br>0.10     | 0.38<br>0.30                       | ...                      | 0.95<br>0.82                           | 0.05<br>0.28     | 0.42<br>0.33   | 0.84<br>1.01        | 1st half<br>2nd "                           |        |  |                |
| 1.42<br>1.47                          | 2.48<br>2.62  | 2.95<br>3.23     | 2.98<br>2.94       | 1.85<br>2.21                             | 2.47<br>2.81        | 2.76<br>2.88              | 2.42<br>1.80                   | 3.42<br>3.15     | 2.82<br>3.31                       | 2.78<br>3.12             | 2.64<br>2.35                           | 12.60<br>14.33   | 6.65<br>5.71   | 3.59<br>3.38        | 1st half<br>2nd "                           |        |  |                |
| 183.48<br>128.51                      | 176.51<br>157.05  | 208.61<br>195.16 | 202.99<br>191.99   | 190.85<br>199.00                         | 290.32<br>200.23    | 159.10<br>161.25          | ...<br>...                     | 166.76<br>170.94 | 187.79<br>202.37                   | 158.44<br>162.92         | 327.81<br>291.57                       | 836.64<br>913.15 | 328.26<br>289.34                                     | 269.91<br>329.09    | 1st half<br>2nd "                           |        |  |                |
| ...                                   | ...   | ...              | ...                | ...                                      | ...                 | ...                       | 575.25<br>451.80               | ...              | ...                                | ...                      | ...                                    | ...              | ...  | ...                 | 1st half<br>2nd "                           |        |  |                |
| WAGON EXPENSES.                       |   |                  |                    |  |                     |                           |                                |                  |                                    |                          |  |                  |  |                     |   |        |  |                |
| 0.15<br>0.16                          | 0.21<br>0.30  | 0.24<br>0.21     | 0.25<br>0.31       | 0.14<br>0.17                             | 0.11<br>0.11        | 0.22<br>0.23              | 0.34<br>0.23                   | 0.20<br>0.19     | 0.22<br>0.24                       | 0.39<br>0.40             | 0.23<br>0.16                           | 0.48<br>0.46     | 0.67<br>0.67   | 0.14<br>0.16        | 1st half<br>2nd "                           |        |  |                |
| 0.44<br>0.38                          | 0.82<br>1.55  | 0.79<br>0.81     | 1.03<br>1.03       | 0.39<br>0.35                             | 0.13<br>0.46        | 1.27<br>1.05              | 0.63<br>0.93                   | 0.63<br>0.72     | 0.89<br>0.91                       | 0.41<br>0.37             | 0.35<br>0.42                           | 0.55<br>0.78     | 0.24<br>0.17   | 0.55<br>0.28        | 1st half<br>2nd "                           |        |  |                |
| 0.45<br>0.50                          | 0.38<br>0.32  | 1.37<br>1.15     | 3.38<br>0.73       | 0.27<br>0.44                             | 0.31<br>0.33        | 1.49<br>1.04              | 0.61<br>0.71                   | 0.94<br>1.13     | 0.77<br>0.75                       | 0.17<br>0.26             | 0.44<br>0.31                           | 0.06<br>0.95     | 0.19<br>0.20   | 0.09<br>0.16        | 1st half<br>2nd "                           |        |  |                |
| 0.03<br>0.03                          | 0.04<br>0.01  | 0.05<br>0.07     | 0.03<br>0.05       | 0.02<br>...                              | 0.06<br>0.09        | 0.12<br>0.14              | 0.02<br>0.03                   | 0.03<br>0.05     | 0.04<br>0.04                       | 0.06<br>0.07             | 0.03<br>0.03                           | ...              | 0.01<br>...  | ...                 | 1st half<br>2nd "                           |        |  |                |
| 0.30<br>0.28                          | 0.21<br>0.21  | 0.26<br>0.25     | 0.30<br>0.36       | 0.16<br>0.20                             | 0.18<br>0.19        | 0.27<br>0.29              | 0.34<br>0.38                   | 0.31<br>0.31     | 0.16<br>0.18                       | 0.50<br>0.48             | 0.33<br>0.37                           | 0.31<br>0.30     | 0.41<br>0.33   | 0.26<br>0.21        | 1st half<br>2nd "                           |        |  |                |
| 0.02<br>0.03                          | 0.03<br>...   | 0.02<br>0.02     | 0.05<br>0.07       | ...<br>...                               | 0.01<br>...         | 0.01<br>0.02              | 0.06<br>...                    | 0.07<br>0.01     | 0.01<br>0.04                       | ...                      | 0.06<br>0.05                           | ...              | 0.03<br>0.05   | 0.10<br>...         | 1st half<br>2nd "                           |        |  |                |
| 1.39<br>1.47                          | 1.67<br>2.14  | 2.73<br>2.55     | 5.14<br>2.55       | 0.96<br>1.18                             | 1.10<br>1.18        | 3.38<br>2.77              | 1.98<br>2.41                   | 2.03<br>2.39     | 2.09<br>2.16                       | 1.53<br>1.58             | 1.49<br>1.31                           | 1.40<br>2.19     | 1.25<br>0.81   | 1.14<br>0.81        | 1st half<br>2nd "                           |        |  |                |
| 0.94<br>0.88                          | 0.55<br>0.77  | 0.65<br>0.68     | 1.02<br>1.00       | 0.46<br>0.62                             | 0.30<br>0.31        | 0.50<br>0.55              | 0.75<br>0.75                   | 0.60<br>0.61     | 0.62<br>0.70                       | 0.98<br>1.05             | 0.56<br>0.40                           | 3.45<br>3.45     | 0.44<br>0.45   | 0.50<br>0.76        | 1st half<br>2nd "                           |        |  |                |
| 2.56<br>2.28                          | 4.35<br>4.00  | 5.97<br>5.86     | 6.54<br>6.85       | 4.42<br>3.25                             | 3.00<br>2.97        | 8.87<br>6.51              | 4.13<br>5.39                   | 3.76<br>4.48     | 7.96<br>7.50                       | 1.57<br>1.55             | 1.95<br>2.96                           | 3.90<br>5.77     | 3.28<br>2.17   | 6.64<br>3.74        | 1st half<br>2nd "                           |        |  |                |
| 1.69<br>2.53                          | 1.90<br>0.84  | 5.71<br>5.66     | 18.23<br>4.51      | 1.23<br>2.60                             | 1.40<br>1.75        | 5.11<br>4.09              | 2.16<br>2.81                   | 5.65<br>6.88     | 3.26<br>3.50                       | 1.11<br>1.95             | 1.94<br>1.36                           | 0.46<br>7.04     | 6.05<br>3.80   | 0.50<br>1.22        | 1st half<br>2nd "                           |        |  |                |
| 0.07<br>0.09                          | 0.11<br>0.09  | 0.14<br>0.20     | 0.07<br>0.15       | ...<br>0.07                              | 0.11<br>0.35        | 0.20<br>0.83              | 0.05<br>0.07                   | 0.10<br>0.15     | 0.11<br>0.12                       | 0.16<br>0.17             | 0.06<br>0.05                           | ...              | 0.07<br>0.01   | ...<br>...          | 1st half<br>2nd "                           |        |  |                |
| 0.66<br>0.70                          | 0.54<br>0.63  | 0.69<br>0.70     | 0.87<br>1.16       | 0.54<br>0.71                             | 0.48<br>0.55        | 0.64<br>0.71              | 0.79<br>0.85                   | 0.92<br>0.95     | 0.47<br>0.54                       | 1.27<br>1.28             | 0.93<br>0.89                           | 2.18<br>2.24     | 2.63<br>2.16   | 0.99<br>1.03        | 1st half<br>2nd "                           |        |  |                |
| 0.04<br>0.07                          | 0.02<br>...   | 0.04<br>0.04     | 0.15<br>0.23       | 0.01<br>0.01                             | 0.03<br>0.01        | 0.03<br>0.03              | 0.13<br>0.01                   | 0.20<br>0.02     | 0.02<br>0.13                       | 0.01<br>...              | 0.16<br>0.13                           | ...              | 0.18<br>0.31   | 0.35<br>0.03        | 1st half<br>2nd "                           |        |  |                |
| 3.10<br>3.64                          | 4.32<br>8.43  | 7.38<br>6.99     | 14.98<br>8.19      | 3.25<br>4.27                             | 2.97<br>3.44        | 7.83<br>6.60              | 4.58<br>5.52                   | 6.13<br>7.37     | 5.98<br>6.43                       | 3.84<br>4.19             | 3.67<br>3.28                           | 9.99<br>18.50    | 8.04<br>5.42   | 4.23<br>4.00        | 1st half<br>2nd "                           |        |  |                |

## Analysis of working of each railway

NOTE.—Railways not shown

| Serial number.  | PARTICULARS.  | Gauge. | 5' 6"                             |                                   |                                   |                 |              |                         |              |                           |                |                      |               |        |
|---|---|--------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------|--------------|-------------------------|--------------|---------------------------|----------------|----------------------|---------------|--------|
|   |   |        | Number                            | 1 (a)                             | 2 (a) to (f)                      | 3 (a)           | 4 (a) to (d) | 5 (a) to (f)            | 6 (a) to (d) | 7 (a) to (b)              | 8 (a) to (g)   | 9 (a) to (b)         | 10 (a)        | 11 (a) |
|   |   |        | Calendar year 1906 by half-years. | Bombay, Baroda and Central India. | Bombay, Baroda and Central India. | Eastern Bengal. | East Indian. | Great Indian Peninsula. | Madras.      | Nizam's Guaranteed State. | North Western. | Oudh and Rohilkhand. | Assam-Bengal. |        |
| TABLE D—TRAFFIC   |   |        |                                   |                                   |                                   |                 |              |                         |              |                           |                |                      |               |        |
| PER TOTAL TRAIN-MILE.   |   |        |                                   |                                   |                                   |                 |              |                         |              |                           |                |                      |               |        |
| 152a  | General superintendence (including office expenses) . . . . .           | {      | 1st half                          | 0.92                              | 0.91                              | 1.30            | 0.84         | 0.54                    | 0.87         | 0.53                      | 0.51           | 0.74                 | 0.86          |        |
|   |   | {      | 2nd "                             | 0.94                              | 1.02                              | 1.21            | 0.93         | 0.60                    | 0.87         | 0.60                      | 0.51           | 0.79                 | 0.85          |        |
| 153a  | Station staff . . . . .   | {      | 1st half                          | 2.28                              | 3.34                              | 6.36            | 2.85         | 2.09                    | 2.22         | 1.65                      | 2.18           | 2.55                 | 2.55          |        |
|   |   | {      | 2nd "                             | 2.26                              | 3.31                              | 7.34            | 3.28         | 2.25                    | 2.23         | 1.93                      | 2.37           | 2.55                 | 3.32          |        |
| 154a  | Train staff . . . . .   | {      | 1st half                          | 0.65                              | 0.87                              | 1.14            | 1.22         | 1.28                    | 0.72         | 0.66                      | 0.86           | 0.88                 | 0.68          |        |
|   |   | {      | 2nd "                             | 0.91                              | 0.89                              | 1.13            | 1.26         | 1.36                    | 0.77         | 0.73                      | 0.88           | 0.85                 | 0.68          |        |
| 155a  | Fuel, lighting, water and general stores . . . . .                      | {      | 1st half                          | 0.60                              | 0.95                              | 1.18            | 0.81         | 0.67                    | 0.54         | 0.42                      | 0.57           | 0.56                 | 0.43          |        |
|   |   | {      | 2nd "                             | 0.51                              | 0.89                              | 0.95            | 0.70         | 0.82                    | 0.47         | 0.46                      | 0.60           | 0.51                 | 0.48          |        |
| 156a  | Clothing . . . . .  | {      | 1st half                          | 0.02                              | 0.12                              | 0.06            | 0.07         | 0.07                    | 0.10         | 0.07                      | 0.04           | 0.19                 | 0.10          |        |
|   |   | {      | 2nd "                             | 0.05                              | 0.09                              | 0.06            | 0.08         | 0.07                    | 0.09         | 0.10                      | 0.10           | 0.05                 | 0.03          |        |
| 157a  | Printing, stationery and tickets . . . . .                              | {      | 1st half                          | 0.19                              | 0.55                              | 0.36            | 0.31         | 0.23                    | 0.68         | 0.28                      | 0.17           | 0.14                 | 0.35          |        |
|   |   | {      | 2nd "                             | 0.19                              | 0.59                              | 0.38            | 0.36         | 0.32                    | 0.49         | 0.15                      | 0.18           | 0.34                 | 0.25          |        |
| 158a  | Charges for delivery and collection of goods, etc. . . . .              | {      | 1st half                          | ...                               | ...                               | 0.02            | 0.01         | 0.01                    | 0.02         | ...                       | ...            | 0.02                 | ...           |        |
|   |   | {      | 2nd "                             | ...                               | ...                               | 0.02            | 0.01         | 0.01                    | 0.01         | ...                       | ...            | 0.01                 | ...           |        |
| 159a  | Miscellaneous expenses . . . . .  | {      | 1st half                          | ...                               | 0.02                              | 0.04            | 0.02         | 0.02                    | 0.06         | 0.01                      | 0.01           | 0.01                 | 0.01          |        |
|   |   | {      | 2nd "                             | 0.02                              | 0.03                              | 0.07            | 0.02         | 0.01                    | 0.05         | 0.02                      | 0.01           | 0.01                 | 0.01          |        |
| 160a  | Payments to other lines . . . . .                                       | {      | 1st half                          | 1.07                              | 0.14                              | ...             | 0.08         | 0.08                    | 0.05         | 0.30                      | 0.04           | 0.20                 | ...           |        |
|   |   | {      | 2nd "                             | 1.05                              | 0.13                              | ...             | 0.07         | 0.07                    | 0.05         | 0.41                      | 0.03           | 0.27                 | ...           |        |
| 161a  | Other charges (net) . . . . .   | {      | 1st half                          | 0.01                              | 0.01                              | 0.01            | 0.01         | 0.02                    | 0.07         | 0.01                      | 0.03           | 0.01                 | ...           |        |
|   |   | {      | 2nd "                             | 0.01                              | 0.01                              | 0.01            | 0.01         | 0.05                    | 0.05         | 0.01                      | 0.03           | 0.02                 | 0.01          |        |
| 162a  | Total traffic expenses . . . . .  | {      | 1st half                          | 5.74                              | 6.91                              | 10.48           | 6.22         | 5.61                    | 5.33         | 3.91                      | 4.41           | 5.73                 | 4.83          |        |
|   |   | {      | 2nd "                             | 5.94                              | 6.96                              | 11.17           | 6.72         | 5.53                    | 5.10         | 4.41                      | 4.71           | 5.40                 | 5.65          |        |
| PER CENT. ON TRAFFIC EARNINGS.  |   |        |                                   |                                   |                                   |                 |              |                         |              |                           |                |                      |               |        |
| (Abstracts II and I of Revenue Accounts.)   |   |        |                                   |                                   |                                   |                 |              |                         |              |                           |                |                      |               |        |
| 152b  | General superintendence (including office expenses) . . . . . Per cent. | {      | 1st half                          | 1.28                              | 0.86                              | 2.41            | 1.10         | 0.78                    | 1.25         | 0.76                      | 0.86           | 1.45                 | 2.35          |        |
|   |   | {      | 2nd "                             | 1.55                              | 1.16                              | 1.63            | 1.26         | 1.01                    | 1.10         | 0.88                      | 0.87           | 1.74                 | 2.04          |        |
| 153b  | Station staff . . . . .   | {      | 1st half                          | 3.17                              | 3.17                              | 11.75           | 3.73         | 3.00                    | 3.21         | 2.36                      | 3.04           | 6.98                 | 6.98          |        |
|   |   | {      | 2nd "                             | 3.73                              | 3.80                              | 9.88            | 4.47         | 3.80                    | 3.60         | 2.86                      | 4.08           | 5.61                 | 7.88          |        |
| 154b  | Train staff . . . . .   | {      | 1st half                          | 0.90                              | 0.82                              | 2.12            | 1.59         | 1.84                    | 1.04         | 0.94                      | 1.46           | 1.73                 | 1.86          |        |
|   |   | {      | 2nd "                             | 1.51                              | 1.02                              | 1.52            | 1.72         | 2.30                    | 1.24         | 1.08                      | 1.52           | 1.89                 | 1.60          |        |
| 155b  | Fuel, lighting, water and general stores . . . . .                      | {      | 1st half                          | 0.83                              | 0.90                              | 2.18            | 1.06         | 0.97                    | 0.79         | 0.60                      | 0.96           | 1.11                 | 1.18          |        |
|   |   | {      | 2nd "                             | 0.83                              | 1.02                              | 1.28            | 0.95         | 1.39                    | 0.76         | 0.68                      | 1.04           | 1.11                 | 1.12          |        |
| 156b  | Clothing . . . . .  | {      | 1st half                          | 0.03                              | 0.11                              | 0.10            | 0.09         | 0.10                    | 0.15         | 0.08                      | 0.07           | 0.38                 | 0.28          |        |
|   |   | {      | 2nd "                             | 0.03                              | 0.11                              | 0.08            | 0.11         | 0.12                    | 0.14         | 0.15                      | 0.17           | 0.10                 | 0.11          |        |
| 157b  | Printing, stationery and tickets . . . . .                              | {      | 1st half                          | 0.26                              | 0.32                              | 0.07            | 0.41         | 0.31                    | 0.98         | 0.40                      | 0.23           | 0.29                 | 0.69          |        |
|   |   | {      | 2nd "                             | 0.32                              | 0.67                              | 0.51            | 0.49         | 0.54                    | 0.79         | 0.23                      | 0.31           | 0.75                 | 0.59          |        |
| 158b  | Charges for delivery and collection of goods, etc. . . . .              | {      | 1st half                          | 0.01                              | ...                               | 0.04            | 0.01         | 0.02                    | 0.03         | ...                       | 0.01           | 0.03                 | ...           |        |
|   |   | {      | 2nd "                             | 0.01                              | ...                               | 0.02            | 0.01         | 0.02                    | 0.02         | ...                       | 0.01           | 0.03                 | ...           |        |
| 159b  | Miscellaneous expenses . . . . .  | {      | 1st half                          | 0.01                              | 0.02                              | 0.08            | 0.02         | 0.03                    | 0.09         | 0.01                      | 0.01           | 0.01                 | 0.03          |        |
|   |   | {      | 2nd "                             | 0.02                              | 0.04                              | 0.08            | 0.02         | 0.03                    | 0.10         | 0.03                      | 0.01           | 0.01                 | 0.04          |        |
| 160b  | Payments to other lines . . . . .                                       | {      | 1st half                          | 1.40                              | 0.14                              | ...             | 0.10         | 0.11                    | 0.07         | 0.43                      | 0.07           | 0.39                 | ...           |        |
|   |   | {      | 2nd "                             | 1.74                              | 0.15                              | ...             | 0.10         | 0.12                    | 0.09         | 0.61                      | 0.06           | 0.60                 | ...           |        |
| 161b  | Other charges (net) . . . . .   | {      | 1st half                          | 0.01                              | 0.01                              | 0.03            | 0.02         | 0.02                    | 0.10         | 0.01                      | 0.05           | 0.08                 | ...           |        |
|   |   | {      | 2nd "                             | 0.01                              | 0.01                              | 0.02            | 0.02         | 0.03                    | 0.08         | 0.01                      | 0.05           | 0.05                 | 0.01          |        |
| 162b  | Total traffic expenses . . . . .  | {      | 1st half                          | 7.99                              | 6.35                              | 19.38           | 8.13         | 7.21                    | 7.71         | 5.59                      | 7.48           | 10.51                | 13.37         |        |
|   |   | {      | 2nd "                             | 9.80                              | 7.98                              | 15.02           | 9.15         | 9.36                    | 8.22         | 6.53                      | 8.12           | 11.88                | 13.39         |        |
| General superintendence per cent. on traffic earnings (including steamboat) . . . . . Per cent. |   |        |                                   |                                   |                                   |                 |              |                         |              |                           |                |                      |               |        |
|   |   | {      | 1st half                          | 1.23                              | 0.86                              | 2.41            | 1.10         | 0.78                    | 1.25         | 0.76                      | 0.86           | 1.45                 | 2.35          |        |
|   |   | {      | 2nd "                             | 1.55                              | 1.16                              | 1.63            | 1.26         | 1.01                    | 1.10         | 0.88                      | 0.87           | 1.74                 | 2.04          |        |

## DIX 18—contd.

system during each half-year of 1906—contd.

o not prepare these statistics.

| 3' 31"                    |                                      |               |                 |                            |                  |                  |                        |               |                            | 2' 6"           |                              |               |  | Gauge.           |                                   | Serial number. |
|---------------------------|--------------------------------------|---------------|-----------------|----------------------------|------------------|------------------|------------------------|---------------|----------------------------|-----------------|------------------------------|---------------|--|------------------|-----------------------------------|----------------|
| 12 (a) & (b)              | 14 (a) to (d)                        | 15 (a)        | 3 (b) & (c)     | 8 (c)                      | 18 (a) to (c)    | 2 (g) to (m)     | 20 (a) & (b)           | 21 (a) to (f) | 22 (a) to (j)              | 23 (a)          | 1 (b)                        | 30 (a)        | 9 (h) & (i)                                    | 1 (e)            | Number.                           |                |
| Bengal and North-Western. | Bhavnagar-Gondal-Juni-gad-Porbandar. | Burma.        | Eastern Bengal. | Hyderabad-Godavari Valley. | Jodhpur-Bikaner. | Rajputana-Malwa. | Rohilkhand and Kumaon. | South Indian. | South-eastern Maharashtra. | Udampur-Chitor. | Jubbulpore-Gondia extension. | Kalka-Simla.  | Kharakhal-garh-Kohat-Thal and Nowshera-Durgai. | Raipur-Dhamtari. | Calendar year 1906 by half-years. |                |
| EXPENSES.                 |                                      |               |                 |                            |                  |                  |                        |               |                            |                 |                              |               |  |                  |                                   |                |
| 0.58<br>0.80              | 0.87<br>0.89                         | 0.66<br>0.81  | 1.00<br>1.02    | 0.83<br>0.79               | 0.58<br>0.60     | 0.50<br>0.59     | 0.70<br>0.76           | 0.78<br>0.69  | 0.52<br>0.19               | 1.75<br>1.65    | 1.26<br>1.19                 | 1.58<br>1.62  | 0.19<br>0.48                                   | ...              | 1st half<br>2nd "                 | 152a           |
| 1.69<br>1.54              | 2.12<br>2.32                         | 2.14<br>2.12  | 3.03<br>3.36    | 1.55<br>1.77               | 1.17<br>1.07     | 1.84<br>1.92     | 1.65<br>1.77           | 1.78<br>1.72  | 1.38<br>1.53               | 2.13<br>2.06    | 1.94<br>1.91                 | 3.20<br>3.28  | 1.45<br>1.31                                   | 1.67<br>1.27     | 1st half<br>2nd "                 | 153a           |
| 0.14<br>0.44              | 0.42<br>0.49                         | 0.70<br>0.72  | 0.76<br>0.79    | 0.61<br>0.73               | 0.22<br>0.22     | 0.48<br>0.51     | 0.34<br>0.38           | 0.45<br>0.42  | 0.40<br>0.53               | 0.75<br>0.31    | 0.70<br>0.95                 | 1.12<br>0.71  | 0.54<br>0.56                                   | 0.37<br>0.54     | 1st half<br>2nd "                 | 154a           |
| 0.50<br>0.47              | 0.72<br>0.53                         | 0.47<br>0.57  | 0.70<br>0.84    | 0.42<br>0.47               | 0.42<br>0.46     | 0.32<br>0.52     | 0.55<br>0.60           | 0.47<br>0.43  | 0.28<br>0.30               | 0.38<br>0.17    | 0.53<br>0.42                 | 0.30<br>0.41  | 0.57<br>0.61                                   | 0.03<br>0.03     | 1st half<br>2nd "                 | 155a           |
| 0.06<br>0.05              | 0.09<br>...                          | 0.07<br>0.12  | 0.04<br>0.05    | 0.05<br>0.13               | 0.02<br>0.05     | 0.07<br>0.05     | 0.00<br>0.06           | 0.14<br>0.05  | 0.09<br>0.03               | 0.07<br>0.04    | 0.03<br>0.05                 | 0.18<br>0.02  | 0.12<br>0.05                                   | ...              | 1st half<br>2nd "                 | 156a           |
| 0.23<br>0.19              | 0.48<br>0.59                         | 0.39<br>0.21  | 0.35<br>0.32    | 0.24<br>0.20               | 0.13<br>0.22     | 0.30<br>0.34     | 0.47<br>0.36           | 0.27<br>0.23  | 0.30<br>0.26               | 0.63<br>0.56    | 0.11<br>0.17                 | 0.43<br>0.13  | 0.17<br>0.15                                   | 0.03<br>0.03     | 1st half<br>2nd "                 | 157a           |
| ...                       | ...                                  | 0.03<br>0.02  | ...             | ...                        | ...              | ...              | ...                    | ...           | ...                        | ...             | ...                          | 0.10<br>0.09  | ...  | ...              | 1st half<br>2nd "                 | 158a           |
| 0.03<br>0.05              | 0.02<br>0.03                         | 0.02<br>0.03  | 0.01<br>0.01    | 0.02<br>0.02               | ...              | 0.01<br>0.02     | 0.03<br>0.03           | 0.01<br>0.01  | 0.02<br>0.03               | 0.03<br>0.04    | 0.01<br>0.01                 | 0.04<br>4.56  | 0.01<br>...                                    | 0.01<br>0.01     | 1st half<br>2nd "                 | 159a           |
| 0.10<br>0.07              | 0.24<br>0.25                         | ...           | ...             | 0.24<br>0.48               | 0.24<br>0.45     | 0.08<br>0.08     | 0.22<br>0.26           | 0.07<br>0.07  | 0.17<br>0.21               | 0.37<br>3.36    | 0.05<br>0.57                 | 0.24<br>0.15  | ...  | ...              | 1st half<br>2nd "                 | 160a           |
| -0.07<br>0.08             | 0.01<br>0.01                         | 0.03<br>0.02  | 0.09<br>0.07    | 0.01<br>0.01               | ...              | ...              | ...                    | ...           | 0.03<br>0.03               | ...             | 0.02<br>0.03                 | 0.01<br>0.01  | 0.03<br>0.03                                   | 0.01<br>0.01     | 1st half<br>2nd "                 | 161a           |
| 3.56<br>3.49              | 4.97<br>5.10                         | 4.71<br>4.62  | 6.07<br>6.46    | 3.77<br>4.70               | 3.78<br>3.07     | 3.80<br>4.01     | 4.42<br>4.22           | 3.97<br>3.62  | 3.18<br>3.51               | 5.61<br>4.99    | 5.30<br>4.33                 | 7.39<br>11.18 | 3.38<br>3.22                                   | 2.11<br>1.89     | 1st half<br>2nd "                 | 162a           |
| 1.25<br>1.49              | 1.40<br>1.56                         | 1.61<br>1.90  | 1.94<br>1.64    | 1.15<br>1.74               | 1.09<br>1.33     | 0.87<br>1.18     | 1.37<br>1.08           | 1.53<br>1.49  | 1.26<br>1.55               | 2.18<br>2.08    | 2.02<br>3.02                 | 1.89<br>1.89  | 3.24<br>3.18                                   | ...              | 1st half<br>2nd "                 | 152b           |
| 3.63<br>3.81              | 3.39<br>4.07                         | 3.99<br>4.98  | 5.36<br>5.39    | 2.85<br>4.11               | 2.21<br>2.00     | 3.17<br>3.84     | 3.22<br>3.95           | 3.48<br>3.70  | 3.31<br>4.02               | 2.65<br>3.33    | 4.50<br>5.00                 | 3.81<br>3.72  | 9.67<br>8.75                                   | 4.69<br>5.18     | 1st half<br>2nd "                 | 153b           |
| 0.95<br>1.08              | 0.66<br>0.85                         | 1.31<br>1.69  | 1.34<br>1.27    | 1.13<br>1.60               | 0.41<br>0.50     | 0.82<br>1.03     | 0.60<br>0.85           | 0.88<br>0.91  | 1.18<br>1.41               | 0.32<br>0.49    | 1.87<br>2.87                 | 1.35<br>0.83  | 3.63<br>3.77                                   | 1.03<br>2.22     | 1st half<br>2nd "                 | 154b           |
| 1.07<br>1.15              | 1.15<br>0.92                         | 0.88<br>1.33  | 1.24<br>1.35    | 0.78<br>1.04               | 0.80<br>1.03     | 0.90<br>1.08     | 1.08<br>1.34           | 0.92<br>0.93  | 0.68<br>0.78               | 0.47<br>0.28    | 1.35<br>1.29                 | 0.36<br>0.48  | 3.80<br>4.05                                   | 0.11             | 1st half<br>2nd "                 | 155b           |
| 0.13<br>0.13              | 0.15<br>...                          | 0.14<br>0.28  | 0.07<br>0.09    | 0.09<br>0.20               | 0.04<br>0.11     | 0.11<br>0.11     | 0.12<br>0.13           | 0.20<br>0.11  | 0.22<br>0.09               | 0.08<br>0.07    | 0.08<br>0.24                 | 0.22<br>0.02  | 0.84<br>0.36                                   | ...              | 1st half<br>2nd "                 | 156b           |
| 0.40<br>0.48              | 0.77<br>1.03                         | 0.74<br>0.49  | 0.62<br>0.51    | 0.44<br>0.43               | 0.24<br>0.49     | 0.53<br>0.68     | 0.98<br>0.79           | 0.52<br>0.50  | 0.49<br>0.70               | 0.79<br>0.58    | 0.26<br>0.51                 | 0.76<br>0.71  | 1.14<br>1.19                                   | 0.09<br>0.12     | 1st half<br>2nd "                 | 157b           |
| ...                       | ...                                  | 0.04<br>0.04  | ...             | ...                        | ...              | ...              | ...                    | ...           | ...                        | ...             | ...                          | 0.12<br>0.10  | ...  | ...              | 1st half<br>2nd "                 | 158b           |
| 0.07<br>0.12              | 0.04<br>0.05                         | 0.04<br>0.07  | 0.02<br>0.04    | 0.03<br>0.04               | ...              | 0.02<br>0.04     | 0.06<br>0.05           | 0.02<br>0.02  | 0.05<br>0.07               | 0.04<br>0.06    | 0.03<br>0.02                 | 0.03<br>5.92  | 0.04<br>0.04                                   | 0.04<br>0.04     | 1st half<br>2nd "                 | 159b           |
| 0.21<br>0.18              | 0.39<br>0.43                         | ...           | ...             | 0.41<br>1.06               | 0.45<br>1.03     | 0.14<br>0.15     | 0.43<br>0.58           | 0.15<br>0.15  | 0.40<br>0.56               | 0.46<br>0.59    | 1.52<br>1.73                 | 0.28<br>0.17  | ...  | ...              | 1st half<br>2nd "                 | 160b           |
| -0.14<br>0.19             | 0.01<br>0.02                         | 0.04<br>0.05  | 0.14<br>0.11    | 0.01<br>0.02               | ...              | 0.01<br>0.01     | 0.01<br>0.01           | ...           | 0.07<br>0.07               | ...             | 0.05<br>0.11                 | 0.01<br>0.01  | 0.21<br>0.17                                   | 0.07<br>0.08     | 1st half<br>2nd "                 | 161b           |
| 7.66<br>8.61              | 7.96<br>8.93                         | 8.79<br>10.81 | 10.78<br>10.38  | 6.92<br>10.33              | 5.24<br>6.88     | 6.57<br>8.07     | 7.88<br>9.30           | 7.76<br>7.81  | 7.66<br>9.25               | 6.99<br>8.08    | 12.34<br>16.10               | 8.80<br>13.37 | 22.57<br>21.51                                 | 5.93<br>7.75     | 1st half<br>2nd "                 | 162b           |
| 1.16<br>1.40              | 1.40<br>1.46                         | 1.81<br>1.89  | 1.80<br>1.49    | 1.15<br>1.74               | 1.09<br>1.33     | 0.87<br>1.18     | 1.37<br>1.68           | 1.53<br>1.49  | 1.26<br>1.55               | 2.18<br>2.08    | 2.02<br>3.02                 | 1.89<br>1.89  | 3.24<br>3.18                                   | ...              | 1st half<br>2nd "                 |                |

**APPEN**

### *Analysis of working of each railway*

**NOTE.**— Railways not shown

| Serial number. | PARTICULARS.                                       | GAUGE<br>Number   | 5' 6"                             |               |                                   |                 |              |                         |              |                           |                |                      | 11 (a) |
|----------------|--|-------------------|-----------------------------------|---------------|-----------------------------------|-----------------|--------------|-------------------------|--------------|---------------------------|----------------|----------------------|--------|
|                |  |                   | 1 (a)                             | 2 (a) to (f)  | 3 (a)                             | 4 (a) to (d)    | 5 (a) to (f) | 6 (a) to (d)            | 8 (a) & (b)  | 9 (a) to (g)              | 10 (a) & (h)   |                      |        |
|                |  |                   | Calcutta year 1906 by half-years. | Bengal Nagpur | Bombay, Baroda and Central India. | Eastern Bengal. | East Indian. | Great Indian Peninsula. | Madras.      | Nizam's Guaranteed State. | North Western. | Ondh and Rohilkhand. |        |
|                | PER TOTAL TRAIN-MILE.                              |                   |                                   |               |                                   |                 |              |                         |              |                           |                |                      |        |
|                |  |                   | TABLE E.—GENERAL                  |               |                                   |                 |              |                         |              |                           |                |                      |        |
| 163a           | Home expenditure . . . . .                         | 1st half<br>2nd " | 0.67<br>0.78                      | 0.67<br>0.68  | 0.12<br>...                       | 0.35<br>0.41    | 0.36<br>0.40 | 0.39<br>0.39            | 0.49<br>0.63 | 0.10<br>...               | 0.09<br>...    | 1.53<br>1.36         |        |
| 164a           | Agent's office—salaries and expenses . . . . .     | 1st half<br>2nd " | 0.29<br>0.28                      | 0.23<br>0.25  | 0.33<br>0.31                      | 0.14<br>0.11    | 0.21<br>0.16 | 0.38<br>0.41            | 0.25<br>0.28 | 0.14<br>0.13              | 0.20<br>0.23   | 0.67<br>0.55         |        |
| 165a           | Audit, accounts and pay office . . . . .           | 1st half<br>2nd " | 0.70<br>0.70                      | 0.84<br>0.92  | 0.83<br>0.82                      | 0.46<br>0.49    | 0.54<br>0.59 | 0.72<br>0.69            | 1.07<br>1.19 | 0.38<br>0.42              | 0.62<br>0.67   | 1.12<br>1.02         |        |
| 166a           | Stores Department . . . . .                        | 1st half<br>2nd " | 0.19<br>0.20                      | 0.34<br>0.35  | 0.27<br>0.26                      | 0.15<br>0.18    | 0.17<br>0.19 | 0.11<br>0.11            | 0.19<br>0.21 | 0.11<br>0.11              | 0.16<br>0.21   | 0.44<br>0.41         |        |
| 167a           | Medical . . . . .                                  | 1st half<br>2nd " | 0.22<br>0.25                      | 0.21<br>0.23  | 0.18<br>0.19                      | 0.16<br>0.17    | 0.10<br>0.12 | 0.16<br>0.16            | 0.16<br>0.18 | 0.10<br>0.10              | 0.10<br>0.11   | 0.42<br>0.34         |        |
| 168a           | Rents and miscellaneous . . . . .                  | 1st half<br>2nd " | 0.25<br>0.24                      | 0.31<br>0.30  | 0.26<br>0.18                      | 0.22<br>0.28    | 0.12<br>0.13 | 0.18<br>0.17            | 0.30<br>0.24 | 0.13<br>0.13              | 0.21<br>0.21   | 0.15<br>0.14         |        |
| 169a           | Police . . . . .                                   | 1st half<br>2nd " | 0.20<br>0.22                      | 0.43<br>0.14  | 0.17<br>0.22                      | 0.24<br>0.25    | 0.32<br>0.24 | 0.34<br>0.35            | 0.16<br>0.33 | 0.11<br>0.12              | 0.14<br>0.16   | 0.25<br>0.31         |        |
| 170a           | Advertising . . . . .                              | 1st half<br>2nd " | 0.02<br>0.06                      | 0.01<br>0.01  | 0.04<br>0.04                      | 0.01<br>0.02    | ...          | 0.02<br>0.03            | ...          | 0.01<br>0.01              | 0.01<br>0.01   | ...                  |        |
| 171a           | Electric telegraph . . . . .                       | 1st half<br>2nd " | 0.85<br>0.97                      | 1.18<br>1.27  | 0.91<br>0.86                      | 0.76<br>0.78    | 0.72<br>0.76 | 0.80<br>0.91            | 0.54<br>0.61 | 0.64<br>0.66              | 0.60<br>0.74   | 1.16<br>1.12         |        |
| 172a           | Other charges (net) . . . . .                      | 1st half<br>2nd " | 0.01<br>...                       | ...           | 0.02<br>0.01                      | 0.02<br>0.02    | 0.02<br>0.03 | 0.21<br>0.20            | ...          | ...                       | ...            | 0.61<br>...          |        |
| 173a           | Total general charges . . . . .                    | 1st half<br>2nd " | 3.40<br>3.79                      | 4.26<br>4.44  | 3.13<br>3.09                      | 2.51<br>2.75    | 2.46<br>2.61 | 3.40<br>3.42            | 3.46<br>3.33 | 1.49<br>1.70              | 2.24<br>2.35   | 5.78<br>5.29         |        |
|                | PER CENT ON TOTAL EARNINGS.                        |                   |                                   |               |                                   |                 |              |                         |              |                           |                |                      |        |
| 163b           | Home expenditure . . . . .                         | 1st half<br>2nd " | 0.91<br>1.23                      | 0.63<br>0.77  | 0.21<br>...                       | 0.15<br>0.55    | 0.59<br>0.67 | 0.55<br>0.62            | 0.67<br>0.89 | 0.17<br>...               | 0.17<br>...    | 4.00<br>3.01         |        |
| 164b           | Agent's office—salaries and expenses . . . . .     | 1st half<br>2nd " | 0.39<br>0.45                      | 0.21<br>0.28  | 0.55<br>0.43                      | 0.18<br>0.20    | 0.29<br>0.26 | 0.55<br>0.64            | 0.34<br>0.39 | 0.22<br>0.22              | 0.37<br>0.47   | 1.71<br>1.20         |        |
| 165b           | Audit, accounts and pay office . . . . .           | 1st half<br>2nd " | 0.94<br>1.11                      | 0.83<br>1.04  | 1.41<br>1.12                      | 0.59<br>0.66    | 0.77<br>0.98 | 1.01<br>1.07            | 1.47<br>1.67 | 0.64<br>0.71              | 1.15<br>1.37   | 2.87<br>2.25         |        |
| 166b           | Stores Department . . . . .                        | 1st half<br>2nd " | 0.25<br>0.32                      | 0.32<br>0.40  | 0.45<br>0.35                      | 0.20<br>0.21    | 0.24<br>0.32 | 0.15<br>0.17            | 0.36<br>0.20 | 0.18<br>0.19              | 0.29<br>0.43   | 1.12<br>0.89         |        |
| 167b           | Medical . . . . .                                  | 1st half<br>2nd " | 0.29<br>0.41                      | 0.20<br>0.25  | 0.31<br>0.25                      | 0.24<br>0.22    | 0.15<br>0.19 | 0.23<br>0.25            | 0.22<br>0.26 | 0.17<br>0.16              | 0.19<br>0.23   | 1.07<br>0.76         |        |
| 168b           | Rents and miscellaneous . . . . .                  | 1st half<br>2nd " | 0.34<br>0.39                      | 0.29<br>0.34  | 0.43<br>0.32                      | 0.28<br>0.38    | 0.17<br>0.22 | 0.25<br>0.20            | 0.41<br>0.38 | 0.22<br>0.22              | 0.40<br>0.43   | 0.40<br>0.31         |        |
| 169b           | Police . . . . .                                   | 1st half<br>2nd " | 0.24<br>0.33                      | 0.41<br>0.50  | 0.29<br>0.30                      | 0.31<br>0.34    | 0.31<br>0.41 | 0.48<br>0.54            | 0.67<br>0.75 | 0.21<br>0.21              | 0.33<br>0.32   | 0.64<br>0.69         |        |
| 170b           | Advertising . . . . .                              | 1st half<br>2nd " | 0.02<br>0.09                      | ...           | 0.06<br>0.01                      | 0.01<br>0.05    | 0.01<br>0.02 | 0.01<br>0.04            | 0.03<br>0.03 | 0.01<br>0.02              | 0.02<br>0.02   | 0.01<br>0.09         |        |
| 171b           | Electric telegraph . . . . .                       | 1st half<br>2nd " | 1.15<br>1.54                      | 1.11<br>1.43  | 1.52<br>1.19                      | 0.98<br>1.05    | 1.03<br>1.26 | 1.25<br>1.42            | 0.74<br>0.85 | 1.07<br>1.11              | 1.22<br>1.49   | 2.96<br>2.48         |        |
| 172b           | Other charges (net) . . . . .                      | 1st half<br>2nd " | 0.01<br>...                       | ...           | 0.02<br>0.01                      | 0.03<br>0.02    | 0.02<br>0.03 | 0.30<br>0.31            | 0.01<br>...  | ...                       | ...            | 0.03<br>...          |        |
| 173b           | Total general charges . . . . .                    | 1st half<br>2nd " | 4.58<br>5.87                      | 4.00<br>5.01  | 5.25<br>4.22                      | 3.23<br>3.68    | 3.50<br>4.35 | 4.80<br>5.92            | 4.70<br>5.50 | 2.87<br>2.88              | 4.13<br>4.76   | 14.81<br>11.68       |        |
|                | PER CENT ON GROSS EARNINGS.                        |                   |                                   |               |                                   |                 |              |                         |              |                           |                |                      |        |
|                |  |                   | TABLE G.—SPECIAL AND MISCEL       |               |                                   |                 |              |                         |              |                           |                |                      |        |
| 174            | Law charges . . . . .                              | 1st half<br>2nd " | 0.02<br>0.02                      | 0.01<br>0.03  | 0.08<br>0.04                      | 0.03<br>0.04    | 0.04<br>...  | 0.10<br>0.06            | 0.05<br>0.02 | ...                       | ...            | 0.16<br>0.10         |        |
| 175            | Compensation . . . . .                             | 1st half<br>2nd " | 0.13<br>0.16                      | 0.19<br>0.29  | 1.1<br>0.45                       | 0.07<br>0.11    | 0.14<br>0.20 | 0.11<br>0.21            | 0.02<br>0.02 | 0.17<br>0.25              | 0.10<br>0.15   | 0.11<br>0.69         |        |
| 176            | Rates and taxes . . . . .                          | 1st half<br>2nd " | 0.15<br>0.22                      | 0.11<br>0.12  | 0.22<br>0.14                      | 0.14<br>0.14    | 0.11<br>0.21 | 0.16<br>0.33            | ...          | 0.11<br>0.09              | 0.06<br>0.08   | 0.18<br>0.12         |        |
| 177            | Payments to other lines . . . . .                  | 1st half<br>2nd " | 1.35<br>1.91                      | 0.31<br>0.19  | 0.24<br>0.72                      | 0.90<br>0.81    | 0.54<br>0.85 | 0.28<br>0.95            | 0.08<br>0.38 | 0.21<br>0.14              | 1.63<br>1.71   | 0.53<br>1.13         |        |
| 178            | Other charges (net) . . . . .                      | 1st half<br>2nd " | 1.17<br>1.51                      | 0.50<br>1.11  | 0.92<br>0.93                      | 0.27<br>0.26    | 0.96<br>1.26 | 1.29<br>1.23            | 1.31<br>1.20 | 0.87<br>0.85              | 1.18<br>1.19   | 4.23<br>5.06         |        |
| 179            | Total special and miscellaneous expenses . . . . . | 1st half<br>2nd " | 2.82<br>3.84                      | 1.42<br>1.74  | 2.47<br>2.28                      | 1.41<br>1.36    | 1.79<br>2.30 | 1.94<br>2.68            | 1.48<br>1.87 | 1.86<br>1.93              | 2.92<br>3.18   | 5.21<br>7.10         |        |

## DIX 18—contd.

system during each half-year of 1906—contd.

do not prepare these statistics.

| 3' 3"                     |                                   |        |                 |                            |                  |                  |                       |               |                       | 2' 6"         |                              |              |   | GAUGE.           |                                   | Serial number. |
|---------------------------|-----------------------------------|--------|-----------------|----------------------------|------------------|------------------|-----------------------|---------------|-----------------------|---------------|------------------------------|--------------|---|------------------|-----------------------------------|----------------|
| 12 (a) & (b)              | 14 (a) to (d)                     | 15 (a) | (b) and (c)     | 8 (c)                      | 13 (a) to (c)    | 2 (a) to (m)     | 20 (a) & (b)          | 21 (a) to (f) | 22 (a) to (j)         | 23 (a)        | 1 (b)                        | 30 (a)       | 9 h & i                                       | 1 (c)            | Number.                           |                |
| Bengal and North-Western. | Bhuvanagar-Gondal-Juna-Porbandar. | Burma. | Eastern Bengal. | Hyderabad-Godavari Valley. | Jodhpur-Bikaner. | Rajputana-Malwa. | Rohilkund and Kumaon. | South Indian. | Southern Maharashtra. | Udipi-Chitor. | Jubbulpore-Gondia extension. | Kalka-Simla. | Khushalnagar-Kohat-Trial and Nowshera Dargai. | Raipur-Dhamtari. | Calendar year 1906 by half-years. |                |
| CHARGES.                  |                                   |        |                 |                            |                  |                  |                       |               |                       |               |                              |              |   |                  |                                   |                |
| 0.48                      | 0.11                              | 0.65   |                 | 0.59                       | ...              | 0.37             | 0.95                  | 0.79          | 0.58                  | ...           | 1.87                         | 2.39         | 0.10  | 1.18             | 1st half                          |                |
| 0.48                      | 0.14                              | 0.73   |                 | 0.85                       | ...              | 0.39             | 0.98                  | 0.76          | 0.65                  | ...           | 2.00                         | 2.68         | ...   | 1.19             | 2nd "                             |                |
| 0.13                      | 0.62                              | 0.23   |                 | 0.30                       | 0.19             | 0.12             | 0.21                  | 0.26          | 0.1                   | 1.39          | ...                          | 1.61         | 0.14  | ...              | 1st half                          |                |
| 0.15                      | 0.75                              | 0.24   |                 | 0.37                       | 0.29             | 0.14             | 0.25                  | 0.25          | 0.29                  | 1.44          | ...                          | 1.57         | 0.13  | ...              | 2nd "                             |                |
| 0.60                      | 1.20                              | 0.58   |                 | 1.31                       | 0.14             | 0.19             | 0.07                  | 0.75          | 0.39                  | 1.32          | 0.09                         | 2.56         | 0.28  | 0.10             | 1st half                          |                |
| 0.62                      | 1.45                              | 0.59   |                 | 1.61                       | 0.45             | 0.23             | 0.86                  | 0.71          | 0.60                  | 1.12          | 0.09                         | 2.31         | 0.41  | 0.20             | 2nd "                             |                |
| 0.08                      | 0.29                              | 0.19   |                 | 0.23                       | 0.09             | 0.18             | 0.13                  | 0.20          | 0.17                  | 0.13          | ...                          | 0.2          | 0.11  | ...              | 1st half                          |                |
| 0.10                      | 0.31                              | 0.19   |                 | 0.28                       | 0.10             | 0.10             | 0.7                   | 0.19          | 0.19                  | 0.13          | ...                          | 0.1          | 0.11  | ...              | 2nd "                             |                |
| 0.09                      | 0.36                              | 0.11   |                 | 0.28                       | 0.06             | 0.12             | 0.09                  | 0.24          | 0.14                  | 0.23          | 0.2                          | 0.60         | 0.09  | ...              | 1st half                          |                |
| 0.09                      | 0.52                              | 0.21   |                 | 0.35                       | 0.08             | 0.13             | 0.11                  | 0.1           | 0.17                  | 0.24          | 0.20                         | 0.41         | 0.10  | ...              | 2nd "                             |                |
| 0.10                      | 0.24                              | 0.17   |                 | 0.31                       | 0.11             | 0.17             | 0.31                  | 0.19          | 0.13                  | 0.35          | 0.07                         | 0.4          | 0.12  | 0.04             | 1st half                          |                |
| 0.11                      | 0.35                              | 0.18   |                 | 0.39                       | 0.12             | 0.18             | 0.31                  | 0.15          | 0.17                  | 0.29          | 0.03                         | 0.45         | 0.13  | ...              | 2nd "                             |                |
| 0.23                      | 0.64                              | 0.37   |                 | 0.43                       | 0.08             | 0.24             | 0.32                  | 0.23          | 0.12                  | ...           | 0.19                         | 0.38         | 0.15  | 0.30             | 1st half                          |                |
| 0.21                      | 1.09                              | 0.40   |                 | 0.57                       | 0.09             | 0.26             | 0.36                  | 0.26          | 0.16                  | ...           | 0.11                         | 0.46         | 0.35  | 0.43             | 2nd "                             |                |
| 0.01                      | 0.01                              | 0.01   |                 | 0.01                       | ...              | ...              | 0.02                  | 0.01          | 0.01                  | ...           | ...                          | 0.04         | 0.01  | ...              | 1st half                          |                |
| 0.01                      | ...                               | 0.02   |                 | 0.03                       | ...              | 0.01             | 0.03                  | 0.02          | 0.02                  | ...           | ...                          | 0.05         | 0.01  | ...              | 2nd "                             |                |
| 0.18                      | 1.03                              | 0.67   |                 | 0.60                       | 0.70             | 0.06             | 0.52                  | 0.62          | 0.7                   | 0.92          | 1.31                         | 0.52         | 0.69  | 0.59             | 1st half                          |                |
| 0.61                      | 1.22                              | 0.70   |                 | -0.76                      | 0.71             | 0.74             | 0.78                  | 0.65          | 0.84                  | 0.93          | 1.29                         | 0.69         | 0.56  | 0.47             | 2nd "                             |                |
| -0.07                     | 0.01                              | 0.02   |                 | 0.01                       | ...              | ...              | ...                   | 0.02          | ...                   | ...           | ...                          | ...          | ...   | ...              | 1st half                          |                |
| -0.04                     | -0.01                             | 0.03   |                 | 0.01                       | ...              | ...              | ...                   | ...           | 0.01                  | ...           | ...                          | ...          | 0.01  | ...              | 2nd "                             |                |
| 2.22                      | 4.71                              | 3.10   |                 | 4.07                       | 1.67             | 2.35             | 3.28                  | 3.31          | 3.03                  | 4.34          | 3.69                         | 9.19         | 1.98  | 2.30             | 1st half                          |                |
| 2.34                      | 5.79                              | 3.27   |                 | 5.22                       | 1.84             | 2.58             | 3.87                  | 3.10          | 3.36                  | 4.06          | 3.72                         | 8.27         | 1.82  | 2.29             | 2nd "                             |                |
| 0.94                      | 0.18                              | 1.20   |                 | 1.06                       | ...              | 0.63             | 1.77                  | 1.52          | 1.06                  | ...           | 4.23                         | 2.82         | 0.66  | 3.26             | 1st half                          |                |
| 1.04                      | 0.24                              | 1.67   |                 | 1.80                       | ...              | 0.77             | 2.03                  | 1.62          | 1.68                  | ...           | 5.97                         | 2.28         | ...   | 4.80             | 2nd "                             |                |
| 0.26                      | 0.99                              | 0.43   |                 | 0.53                       | 0.35             | 0.21             | 0.44                  | 0.10          | 0.57                  | 1.70          | ...                          | 1.94         | 0.89  | ...              | 1st half                          |                |
| 0.34                      | 1.23                              | 0.54   |                 | 0.60                       | 0.63             | 0.28             | 0.52                  | 0.54          | 0.76                  | 2.28          | ...                          | 1.87         | 0.87  | ...              | 2nd "                             |                |
| 1.17                      | 1.89                              | 1.06   |                 | 2.34                       | 0.81             | 0.89             | 1.24                  | 1.13          | 1.10                  | 1.56          | 0.20                         | 3.12         | 2.31  | 0.52             | 1st half                          |                |
| 1.33                      | 2.17                              | 1.85   |                 | 3.12                       | 0.99             | 1.04             | 1.78                  | 1.50          | 1.71                  | 1.78          | 0.26                         | 2.67         | 2.73  | 0.79             | 2nd "                             |                |
| 0.15                      | 0.15                              | 0.35   |                 | 0.41                       | 0.17             | 0.32             | 0.24                  | 0.18          | 0.19                  | 0.16          | ...                          | 0.16         | 0.70  | ...              | 1st half                          |                |
| 0.20                      | 0.27                              | 0.43   |                 | 0.60                       | 0.23             | 0.40             | 0.35                  | 0.40          | 0.48                  | 0.20          | ...                          | 0.22         | 0.74  | ...              | 2nd "                             |                |
| 0.19                      | 0.56                              | 0.37   |                 | 0.70                       | 0.11             | 0.20             | 0.17                  | 0.46          | 0.34                  | 0.27          | 0.57                         | 0.70         | 0.60  | ...              | 1st half                          |                |
| 0.20                      | 0.87                              | 0.43   |                 | 0.75                       | 0.18             | 0.26             | 0.24                  | 0.45          | 0.44                  | 0.38          | 0.59                         | 0.47         | 0.62  | ...              | 2nd "                             |                |
| 0.19                      | 0.88                              | 0.32   |                 | 0.56                       | 0.20             | 0.29             | 0.54                  | 0.37          | 0.39                  | 0.43          | 0.16                         | 0.64         | 0.80  | 0.12             | 1st half                          |                |
| 0.24                      | 0.64                              | 0.58   |                 | 0.83                       | 0.27             | 0.34             | 0.70                  | 0.31          | 0.43                  | 0.49          | 0.10                         | 0.52         | 0.86  | ...              | 2nd "                             |                |
| 0.43                      | 1.32                              | 0.69   |                 | 0.77                       | 0.11             | 0.40             | 0.61                  | 0.45          | 1.00                  | ...           | 0.24                         | 0.45         | 2.99  | 0.52             | 1st half                          |                |
| 0.46                      | 1.68                              | 0.91   |                 | 1.21                       | 0.19             | 0.50             | 0.75                  | 0.55          | 0.94                  | ...           | 0.31                         | 0.41         | 2.29  | 1.71             | 2nd "                             |                |
| 0.01                      | 0.01                              | 0.02   |                 | 0.02                       | 0.01             | ...              | 0.04                  | 0.02          | 0.02                  | ...           | ...                          | 0.04         | 0.06  | ...              | 1st half                          |                |
| 0.02                      | 0.01                              | 0.03   |                 | 0.05                       | ...              | 0.01             | 0.08                  | 0.03          | 0.01                  | ...           | ...                          | 0.01         | 0.09  | ...              | 2nd "                             |                |
| 1.14                      | 1.61                              | 1.23   |                 | 1.08                       | 1.28             | 1.12             | 0.96                  | 1.19          | 1.79                  | 1.13          | 2.96                         | 0.67         | 4.13  | 1.64             | 1st half                          |                |
| 1.31                      | 2.06                              | 1.59   |                 | 1.61                       | 1.55             | 1.44             | 1.61                  | 1.38          | 2.19                  | 1.48          | 3.86                         | 0.64         | 3.67  | 1.94             | 2nd "                             |                |
| -0.14                     | 0.01                              | 0.04   |                 | 0.02                       | ...              | ...              | ...                   | 0.03          | 0.01                  | ...           | ...                          | ...          | -0.20   | ...              | 1st half                          |                |
| -0.09                     | -0.01                             | 0.07   |                 | 0.03                       | ...              | ...              | ...                   | 0.01          | 0.02                  | ...           | ...                          | ...          | 0.14  | ...              | 2nd "                             |                |
| 4.34                      | 7.40                              | 5.69   |                 | 7.29                       | 3.07             | 4.00             | 6.11                  | 6.35          | 7.20                  | 5.84          | 8.36                         | 10.84        | 13.07   | 6.36             | 1st half                          |                |
| 5.05                      | 9.81                              | 7.44   |                 | 11.10                      | 4.04             | 5.04             | 8.06                  | 8.79          | 8.69                  | 6.44          | 11.12                        | 9.53         | 12.01   | 9.32             | 2nd "                             |                |
| LANEWAYS EXPENSES.        |                                   |        |                 |                            |                  |                  |                       |               |                       |               |                              |              |   |                  |                                   |                |
| 0.02                      | ...                               | 0.04   |                 | 0.01                       | ...              | ...              | 0.01                  | ...           | ...                   | ...           | ...                          | 0.08         | ...   | ...              | 1st half                          |                |
| 0.02                      | 0.08                              | 0.02   |                 | ...                        | ...              | 0.03             | 0.12                  | ...           | 0.01                  | ...           | ...                          | 0.08         | ...   | ...              | 2nd "                             |                |
| 0.05                      | 0.01                              | 0.11   |                 | 0.01                       | 0.16             | 0.20             | 0.05                  | 0.03          | 0.07                  | 0.02          | ...                          | 0.01         | 0.06  | 0.13             | 1st half                          |                |
| 0.04                      | 0.03                              | 0.13   |                 | 0.02                       | 0.16             | 0.30             | 0.15                  | 0.01          | 0.10                  | ...           | ...                          | 0.03         | 0.10  | 0.13             | 2nd "                             |                |
| 0.03                      | ...                               | 0.57   |                 | 0.01                       | ...              | 0.11             | ...                   | 0.13          | 0.08                  | ...           | ...                          | 0.06         | ...   | ...              | 1st half                          |                |
| 0.04                      | ...                               | 0.08   |                 | 0.51                       | ...              | 0.12             | ...                   | 0.04          | 0.22                  | ...           | ...                          | 0.01         | 0.01  | ...              | 2nd "                             |                |
| 0.50                      | 0.09                              | ...    |                 | 0.16                       | 1.36             | 0.31             | ...                   | 0.13          | 0.14                  | 1.04          | 0.04                         | ...          | ...   | ...              | 1st half                          |                |
| 1.12                      | 0.13                              | ...    |                 | 0.25                       | 1.86             | 0.19             | ...                   | 0.23          | 0.24                  | 0.17          | 0.18                         | ...          | ...   | ...              | 2nd "                             |                |
| 0.23                      | 0.91                              | 1.80   |                 | 0.75                       | 0.41             | 0.80             | 1.23                  | 0.68          | 1.67                  | 0.25          | 1.41                         | -0.67        | 3.68  | 0.60             | 1st half                          |                |
| 0.28                      | 1.51                              | 1.14   |                 | 1.41                       | 0.46             | 1.11             | 3.38                  | 0.69          | 1.47                  | 0.45          | 1.95                         | 0.82         | 3.35  | 0.61             | 2nd "                             |                |
| 0.83                      | 1.01                              | 2.03   |                 | 0.94                       | 1.93             | 1.42             | 1.29                  | 0.92          | 1.96                  | 1.31          | 1.49                         | 0.43         | 3.80  | 0.60             | 1st half                          |                |
| 1.59                      | 1.79                              | 1.32   |                 | 2.19                       | 2.48             | 1.75             | 9.67                  | 1.17          | 1.80                  | 1.62          | 2.17                         | 1.01         | 4.48  | 0.61             | 2nd "                             |                |

## Analysis of working of each railway

EXTRACT FROM TABLES PRINTED

NOTE.—Railways not shown

| Serial number.   | PARTICULARS.   | Gauge. | 5' 6"    |                              |                |                                   |                |              |                         |             |                           |                |                        |
|------------------|--|--------|----------|------------------------------|----------------|-----------------------------------|----------------|--------------|-------------------------|-------------|---------------------------|----------------|------------------------|
|                  |  |        | Number   | 1 (a)                        | 2 (a) to (f)   | 3 (a)                             | 4 (a) to (d)   | 5 (a) to (f) | 6 (a) to (d)            | 8 (a) & (b) | 9 (a) to (g)              | 10 (a) & (b)   | 11 (a)                 |
|                  |  |        |          | Calcutta 1906 by half years. | Bengal Nagpur. | Bombay, Baroda and Central India. | Eastern Bengal | East Indian. | Great Indian Peninsula. | Madras.     | Nizam's Guaranteed State. | North Western. | Orissa and Rohilkhand. |
| FROM APPENDIX I  |  |        |          |                              |                |                                   |                |              |                         |             |                           |                |                        |
| 180              | Average number of locomotives on the line . . . . . No.                          | {      | 1st half | 290                          | 214            | 192                               | 912            | 854          | 266                     | 59          | 758                       | 210            | 77                     |
|                  |  |        | 2nd "    | 291                          | 217            | 198                               | 920            | 870          | 276                     | 59          | 813                       | 198            | 87                     |
| 181              | Average mile run per locomotive per day . . . . . Miles                          | {      | 1st half | 69.53                        | 59.87          | 61.11                             | 70.97          | 61.39        | 62.75                   | 65.15       | 73.32                     | 81.23          | 70.09                  |
|                  |  |        | 2nd "    | 68.85                        | 59.51          | 72.61                             | 67.16          | 53.77        | 60.13                   | 57.32       | 72.41                     | 82.23          | 71.13                  |
| 182              | lbs. coal per engine mile (coal burning engines) — Coaching . . . . . lbs.       | {      | 1st half |                              | 46.93          |                                   |                |              |                         | 41.04       |                           |                |                        |
|                  |  |        | 2nd "    |                              | 48.15          |                                   |                |              |                         | 39.25       |                           |                |                        |
| 183              | Goods . . . . . "  | {      | 1st half | 55.08                        | 16.58          | 15.17                             | 51.56          | 50.00        | 50.32                   | 52.58       | 48.88                     | 48.60          | 35.17                  |
|                  |  |        | 2nd "    | 54.16                        | 19.81          | 16.64                             | 50.17          | 50.01        | 50.85                   | 50.91       | 18.17                     | 45.27          | 40.61                  |
| 184              | Mixed . . . . . "  | {      | 1st half |                              | 51.01          |                                   |                |              |                         | 18.79       |                           |                |                        |
|                  |  |        | 2nd "    |                              | 51.17          |                                   |                |              |                         | 48.50       |                           |                |                        |
| 185              | lbs. wood per engine mile (wood burning engines) — Coaching . . . . . lbs.       | {      | 1st half | ...                          | ...            | ...                               | ...            | ...          | ...                     | ...         | ...                       | ...            | ...                    |
|                  |  |        | 2nd "    | ...                          | ...            | ...                               | ...            | ...          | ...                     | ...         | ...                       | ...            | ...                    |
| 186              | Goods . . . . . "  | {      | 1st half | ...                          | ...            | ...                               | ...            | ...          | ...                     | ...         | ...                       | ...            | ...                    |
|                  |  |        | 2nd "    | ...                          | ...            | ...                               | ...            | ...          | ...                     | ...         | ...                       | ...            | ...                    |
| 187              | Mixed . . . . . "  | {      | 1st half | ...                          | ...            | ...                               | ...            | ...          | ...                     | ...         | ...                       | ...            | ...                    |
|                  |  |        | 2nd "    | ...                          | ...            | ...                               | ...            | ...          | ...                     | ...         | ...                       | ...            | ...                    |
| 188              | Average gross weight of trains . . . . . Tons                                    | {      | 1st half | 19,240                       | 178.90         | 213.69                            | 225.27         | 181.12       | 162.33                  | 118.24      | 244.86                    | 184.77         | 119.54                 |
|                  |  |        | 2nd "    | 2,325                        | 178.19         | 227.10                            | 238.22         | 175.53       | 149.08                  | 126.11      | 241.03                    | 175.09         | 137.10                 |
| 189              | Goods . . . . .  | {      | 1st half | 4,431                        | 104.51         | 232.82                            | 364.62         | 371.11       | 241.85                  | 338.46      | 316.72                    | 332.59         | 163.18                 |
|                  |  |        | 2nd "    | 3,951                        | 59.57          | 256.5                             | 361.17         | 352.11       | 211.44                  | 328.37      | 315.59                    | 318.01         | 218.46                 |
| 190              | Mixed . . . . .  | {      | 1st half | 353.14                       | 212.10         | 190.78                            | 209.62         | ...          | 331.75                  | 283.78      | 249.81                    | 208.42         | 123.27                 |
|                  |  |        | 2nd "    | 332.58                       | 190.71         | 138.68                            | 291.53         | ...          | 352.28                  | 278.03      | 264.63                    | 206.07         | 167.92                 |
| 191              | Average through speed of trains — Coaching . . . . . Mts per hour                | {      | 1st half | 24.96                        | 22.96          | 19.07                             | 12.00          | 23.45        | 21.35                   | 22.68       | 20.04                     | 28.82          | ...                    |
|                  |  |        | 2nd "    | 29.21                        | 22.90          | 19.17                             | 27.01          | 23.25        | 21.28                   | 22.73       | 20.61                     | 28.89          | ...                    |
| 192              | Goods . . . . .  | {      | 1st half | 11.68                        | 10.78          | 15.00                             | 12.00          | 11.49        | 11.40                   | 9.50        | 11.11                     | 10.64          | ...                    |
|                  |  |        | 2nd "    | 11.93                        | 10.10          | 15.60                             | 16.00          | 10.27        | 11.42                   | 10.66       | 11.00                     | 10.38          | ...                    |
| 193              | Mixed . . . . .  | {      | 1st half | 17.38                        | 15.78          | 14.30                             | 18.00          | 15.98        | 10.93                   | 11.55       | 14.06                     | 16.21          | 13.12                  |
|                  |  |        | 2nd "    | 17.63                        | 16.55          | 14.30                             | 17.10          | 15.75        | 10.85                   | 14.05       | 14.30                     | 17.74          | 13.12                  |
| FROM APPENDIX II |  |        |          |                              |                |                                   |                |              |                         |             |                           |                |                        |
| 194              | Average mileage per annum of coaching vehicles, including trucks . . . . . Miles | {      | 1st half | 106,256                      | 96,640         | 70,759                            | 3,86,330       | 286,818      | 94,117                  | 16,332      | 345,364                   | 112,062        | 83,580                 |
|                  |  |        | 2nd "    | 112,926                      | 98,620         | 79,474                            | 3,23,468       | 293,822      | 95,326                  | 13,793      | 366,769                   | 109,086        | 86,272                 |
| 195              | Goods ditto ditto . . . . .  | {      | 1st half | 296,707                      | 180,115        | 78,125                            | 1,083,816      | 663,577      | 206,690                 | 53,236      | 652,525                   | 156,882        | 46,641                 |
|                  |  |        | 2nd "    | 257,412                      | 134,295        | 98,910                            | 1,040,061      | 515,890      | 101,011                 | 40,965      | 640,136                   | 130,182        | 56,285                 |
| FROM APPENDIX V. |  |        |          |                              |                |                                   |                |              |                         |             |                           |                |                        |
| 196              | Average age of sleepers — Wood . . . . . Years                                   | {      | 1st half | 6.66                         | 9.78           | 8.00                              | 9.67           | ...          | 5.69                    | ...         | 8.11                      | 11.89          | ...                    |
|                  |  |        | 2nd "    | ...                          | 9.84           | 8.00                              | 8.83           | ...          | 5.90                    | ...         | 8.29                      | 12.29          | ...                    |
| 197              | Iron . . . . . "   | {      | 1st half | 10.66                        | 13.91          | 11.50                             | 9.51           | ...          | 32.98                   | ...         | 12.08                     | 14.95          | ...                    |
|                  |  |        | 2nd "    | ...                          | 14.35          | 11.50                             | ...            | ...          | 33.22                   | ...         | 12.38                     | 15.88          | ...                    |
| 198              | Percentage of renewals — Wood . . . . . Per cent.                                | {      | 1st half | 2.08                         | 3.76           | 4.28                              | 2.71           | 5.66         | 2.24                    | ...         | 2.68                      | 0.25           | 3.10                   |
|                  |  |        | 2nd "    | ...                          | 3.79           | 3.04                              | 3.03           | 4.86         | 4.50                    | ...         | 2.73                      | 0.31           | 8.53                   |
| 199              | Iron . . . . . "   | {      | 1st half | 0.39                         | 0.52           | 0.24                              | 3.26           | 1.03         | 0.33                    | ...         | 5.45                      | 4.57           | ...                    |
|                  |  |        | 2nd "    | ...                          | 0.41           | 0.74                              | 2.28           | 1.20         | 0.21                    | ...         | 3.92                      | 1.01           | ...                    |

## DIX 18—concluded.

system during each half-year of 1906—conold.

AS APPENDICES TO THE ANALYSIS.

do not prepare these statistics.

| 3' 31"   |  |                  |  |   |  |  |   |                                      |   |                                    |   |                         | 2' 6"  |                                    |   |          | GAUGE.   |       | Serial number. |
|--|--|------------------|--|---|--|--|---|--------------------------------------|---|------------------------------------|---|-------------------------|--|------------------------------------|---|----------|----------|-------|----------------|
| 12<br>(a) & (b)<br>Bengal<br>and North-<br>West-<br>ern. | 14<br>(a) to (d)<br>Bharna<br>gar-tion<br>dal-ju-<br>negad-<br>Porhan-<br>dar. | 15 (a)<br>Burma. | 3 (b)<br>and (c)<br>Eastern<br>Bengal. | 8 (c)<br>Hydra-<br>bad-to-<br>dowari<br>Valley. | 18 (a)<br>to (c)<br>Jodh-<br>pur-<br>Bika-<br>ner. | 2 (a)<br>to (a)<br>Rajpa-<br>lana-<br>Malwa. | 29 (a)<br>& (b)<br>Rohil-<br>kand<br>and Ka-<br>maon. | 21<br>(a) to (f)<br>South<br>Indian. | 22<br>(a) to (f)<br>South-<br>ern<br>Mah-<br>ratta. | 23 (a)<br>Udal-<br>pur-<br>Chitor. | 1 (b)<br>Jabal-<br>pur-<br>Gomla<br>exten-<br>sion. | 3 (c)<br>Gul-<br>kunda. | 9 (b) &<br>(c)<br>Kha-hal-<br>gora-<br>Kohat-<br>Thal and<br>Now h-<br>Daigui. | 1 (e)<br>Rajpur-<br>Dham-<br>tari. | Colond-<br>r<br>year 1906<br>by half-<br>years. | Number   |          |       |                |
| 285  | 29   | 247              | 152                                    | 50  | 48   | 448  | 44  | 235                                  | 237   | 3                                  | 20  | 24                      | 27   | 4                                  | 1st half  | 180      |          |       |                |
| 265  | 20   | 252              | 110                                    | 50  | 51   | 443  | 42  | 244                                  | 237   | 3                                  | 21  | 15                      | 26   | 4                                  | 2nd "   |          |          |       |                |
| 71.42  | 72.05  | 69.59            | 58.21                                  | 63.81   | 61.87  | 55.92  | 62.76   | 58.62                                | 66.56   | 165.27                             | 51.90   | 17.18                   | 47.50  | 43.75                              | 1st half  | 191      |          |       |                |
| 62.46  | 61.57  | 68.43            | 64.49                                  | 50.00   | 73.16  | 15.51  | 61.00   | 57.62                                | 59.25   | ...                                | 52.45   | 32.06                   | 55.76  | 43.59                              | 2nd "   |          |          |       |                |
| 33.61  | 31.96  | 37.03            | 37.34                                  | 36.63   | 40.17  | 36.65  | ...   | 29.04                                | 32.10   | 32.92                              | 48.21   | 65.43                   | 15.14  | 25.24                              | 1st half  | 182      |          |       |                |
|  |  |                  |  | 34.35   |  |  |   |                                      |   |                                    |   |                         |  |                                    | 2nd "   |          |          |       |                |
|  |  |                  |  | 35.32   |  |  |   |                                      |   |                                    |   |                         |  |                                    | 1st half  | 183      |          |       |                |
|  |  |                  |  | 33.71   |  |  |   |                                      |   |                                    |   |                         |  |                                    | 2nd "   |          |          |       |                |
| 32.91  | 28.10  | 34.8             | 33.14                                  | 37.16   | 36.50  | 32.96  | ...   | 29.75                                | 32.77   | 29.85                              | 47.23   | 30.69                   | 14.02  | 24.65                              | 1st half  | 184      |          |       |                |
|  |  |                  |  | 33.09   |  |  |   |                                      |   |                                    |   |                         |  |                                    | 2nd "   |          |          |       |                |
| ...  | ...  | ...              | ...                                    | ...   | ...  | ...  | 30.90   | ...                                  | 31.72   | ...                                | ...   | ...                     | ...  | ...                                | 1st half  | 185      |          |       |                |
| ...  | ...  | ...              | ...                                    | ...   | ...  | ...  |   | ...                                  |   | ...                                | ...   | ...                     | ...  | ...                                | ...   |          | ...      | 2nd " |                |
| ...  | ...  | ...              | ...                                    | ...   | ...  | ...  |   | 31.91                                |   | ...                                | 32.61   | ...                     | ...  | ...                                | ...   | ...      | 1st half | 186   |                |
| ...  | ...  | ...              | ...                                    | ...   | ...  | ...  |   |                                      |   | ...                                |   | ...                     | ...  | ...                                | ...   | ...      | ...      |       | ...            |
| ...  | ...  | ...              | ...                                    | ...   | ...  | ...  | ...   | ...                                  | ...   | ...                                | ...   | ...                     | ...  | ...                                | ...   | 1st half | 187      |       |                |
| ...  | ...  | ...              | ...                                    | ...   | ...  | ...  | ...   | ...                                  | ...   | ...                                | ...   | ...                     | ...  | ...                                | ...   | 2nd "    |          |       |                |
| 173.78   | 91.71  | 112.93           | 114.53                                 | 111.81  | 123.07   | 118.93                                       | ...   | 95.37                                | 81.56   | ...                                | ...   | 4.31                    | 22.59  | ...                                | 1st half  | 188      |          |       |                |
| 170.97   | 101.97   | 147.41           | 142.00                                 | 147.03  | 91.69  | 112.36                                       | ...   | 87.69                                | 7.13  | ...                                | ...   | 50.00                   | 10.63  | ...                                | 2nd "   |          |          |       |                |
| 200.15   | 189.98   | 189.03           | 156.63                                 | 156.99  | 80.35  | 270.01                                       | ...   | 106.63                               | 157.25  | ...                                | 1.0.26  | 23.09                   | 23.65  | 99.4                               | 1st half  | 189      |          |       |                |
| 196.63   | 198.71   | 179.16           | 211.22                                 | 111.12  | 107.15   | 257.47                                       | ...   | 108.63                               | 173.8   | ...                                | 136.42  | 50.00                   | 18.26  | 59.84                              | 2nd "   |          |          |       |                |
| 186.88   | 116.79   | 177.23           | 159.23                                 | 153.85  | 111.41   | 126.23                                       | ...   | 162.3                                | 164.2   | 162.9                              | 176.32  | ...                     | 33.62  | 81.77                              | 1st half  | 190      |          |       |                |
| 178.18   | 131.49   | 176.82           | 159.41                                 | 142.06  | 106.82   | 121.05                                       | ...   | 163.29                               | 166.05  | 155.87                             | 170.25  | ...                     | 48.78  | 67.62                              | 2nd "   |          |          |       |                |
| 17.00  | 20.63  | 18.15            | 19.25                                  | ...   | ...  | 17.87  | ...   | 18.99                                | 18.05   | ...                                | ...   | 10.00                   | ...  | ...                                | 1st half  | 191      |          |       |                |
| 17.00  | 20.65  | 18.75            | 19.25                                  | ...   | ...  | 17.65  | ...   | 18.10                                | 18.00   | 18.15                              | ...   | 10.00                   | ...  | ...                                | 2nd "   |          |          |       |                |
| 9.50   | 11.26  | 10.00            | 11.16                                  | 11.01   | 13.92  | 9.49   | 9.62  | 9.50                                 | 7.27  | ...                                | 9.60  | 10.00                   | 8.79   | ...                                | 1st half  | 192      |          |       |                |
| 9.50   | 11.26  | 9.71             | 11.16                                  | 11.01   | 10.72  | 9.62   | 9.99  | 9.50                                 | 7.36  | ...                                | 9.69  | 10.00                   | 8.83   | ...                                | 2nd "   |          |          |       |                |
| 12.20  | 13.62  | 12.85            | 15.00                                  | 13.06   | 10.72  | 14.41  | 12.85   | 12.00                                | 12.35   | 14.76                              | 11.33   | ...                     | 9.71   | 10.27                              | 1st half  | 193      |          |       |                |
| 12.20  | 13.62  | 13.13            | 15.00                                  | 13.12   | 13.92  | 14.38  | 13.33   | 12.00                                | 12.32   | 14.76                              | 11.33   | ...                     | 9.68   | 10.21                              | 2nd "   |          |          |       |                |
| 117,591  | 22,539   | 116,897          | 68,223                                 | 15,864  | 32,161   | 293,199                                      | 20,702  | 129,207                              | 98,168  | 2,492                              | 9,112   | 1,680                   | 4,950  | 874                                | 1st half  | 194      |          |       |                |
| 143,562  | 22,337   | 117,801          | 70,407                                 | 16,241  | 33,872   | 319,400                                      | 22,563  | 139,630                              | 94,979  | 2,177                              | 5,119   | 1,723                   | 5,823  | 781                                | 2nd "   |          |          |       |                |
| 220,075  | 23,191   | 211,387          | 85,845                                 | 37,004  | 50,085   | 422,013                                      | 27,160  | 133,432                              | 103,374   | 1,547                              | 11,531  | 1,780                   | 5,365  | 1,009                              | 1st half  | 195      |          |       |                |
| 219,301  | 18,651   | 199,911          | 81,797                                 | 27,816  | 41,377   | 341,584                                      | 21,155  | 141,594                              | 100,581   | 1,014                              | 8,573   | 1,679                   | 5,281  | 1,347                              | 2nd "   |          |          |       |                |
| 8.66   | 12.97  | 11.58            | 11.00                                  | ...   | ...  | 8.00   | 10.79   | 12.64                                | 11.0  | ...                                | 2.45  | ...                     | 4.17   | 6.27                               | 1st half  | 196      |          |       |                |
| 9.48   | 13.16  | 11.74            | 10.50                                  | ...   | 12.50  | 8.50   | 10.85   | 12.78                                | 11.00   | ...                                | ...   | ...                     | 4.59   | ...                                | 2nd "   |          |          |       |                |
| ...  | 15.96  | 10.34            | 14.50                                  | ...   | 13.09  | 10.50  | ...   | 16.91                                | 18.00   | ...                                | ...   | ...                     | 3.67   | ...                                | 1st half  | 197      |          |       |                |
| ...  | 16.45  | 10.85            | 14.00                                  | ...   | ...  | 20.00  | ...   | 17.11                                | 18.50   | ...                                | ...   | ...                     | 4.22   | ...                                | 2nd "   |          |          |       |                |
| ...  | 4.51   | 3.35             | 3.45                                   | ...   | ...  | 3.41   | ...   | 4.83                                 | 2.49  | ...                                | ...   | ...                     | 0.31   | 1.62                               | 1st half  | 198      |          |       |                |
| 1.70   | 2.38   | 2.44             | 2.71                                   | ...   | 0.09   | 3.26   | 3.83  | 2.16                                 | 3.22  | ...                                | ...   | ...                     | 0.36   | ...                                | 2nd "   |          |          |       |                |
| ...  | 0.17   | ...              | 0.58                                   | ...   | 0.12   | ...  | ...   | 0.15                                 | 1.28  | ...                                | ...   | ...                     | 4.47   | ...                                | 1st half  | 199      |          |       |                |
| ...  | 0.05   | ...              | 0.47                                   | ...   | ...  | 0.21   | ...   | 0.06                                 | 2.39  | ...                                | ...   | ...                     | ...  | ...                                | 2nd "   |          |          |       |                |

\* Of local trains only.

## Rolling-stock under different heads on each

| GAUGE.             |   | 5' 6" |                  |          |                 |                  |                 |                |                 |                 |       | 3' 3 1/2"       |                 |                  |       |     |                 |                |             |                  |    |
|--------------------|---|-------|------------------|----------|-----------------|------------------|-----------------|----------------|-----------------|-----------------|-------|-----------------|-----------------|------------------|-------|-----|-----------------|----------------|-------------|------------------|----|
| Items.             | NUMBER.   | 1 (a) | 2 (a)<br>to (f)  | 3 (a)    | 4 (a)<br>to (d) | 5 (a)<br>to (f)  | 6 (a)<br>to (d) | 8 (a)<br>& (b) | 9 (a)<br>to (g) | 10 (a)<br>& (b) | 11    | 12 (a)<br>& (b) | 13 (a)<br>& (b) | 14 (a)<br>to (d) | (a)   | 16  | 17 (a)<br>& (b) | 3 (b)<br>& (c) | 8 (c)       | 18 (a)<br>to (c) |    |
|                    | Railway.  | B. N. | B. B.<br>& O. I. | E. B. S. | E. I.           | I. P.<br>& T. M. | M.              | N. G. S.       | N. W.           | O. & R.         | A. B. | B. &<br>N. W.   | B. D.           | B. G.<br>J. P.   | B.    | D.  | D. S.           | E. B.<br>S. M. | H. G.<br>V. | J. B.            |    |
| Engines.           |   |       |                  |          |                 |                  |                 |                |                 |                 |       |                 |                 |                  |       |     |                 |                |             |                  |    |
| 1                  | Engines { Passenger ...<br>{ Goods and mixed  | 77    | 88               | 71       | 158             | 802              | 54              | 5              | 820             | 65              | 87    | 45              | 10              | 37               | 23    | 2   | 26              | 68             | 55          | 48               |    |
|                    |   | 214   | 122              | 129      | 788             |                  | 218             | 56             |                 | 140             |       | 226             |                 | 37               |       |     | 231             |                |             |                  | 82 |
| 2                  | TOTAL ENGINES   | 291   | 220              | 100      | 946             | 862              | 272             | 61             | 820             | 215             | 87    | 271             | 10              | 37               | 250   | 2   | 26              | 110            | 55          | 48               |    |
| Coaching vehicles. |   |       |                  |          |                 |                  |                 |                |                 |                 |       |                 |                 |                  |       |     |                 |                |             |                  |    |
| 3                  | Saloons, Royal and State  | ...   | ...              | ...      | 4               | ...              | 2               | 14             | 8               | ...             | 4     | 3               | ...             | ...              | 2     | ... | ...             | 3              | 3           | 3                |    |
| 4                  | Saloons, ordinary   | ...   | 2                | 13       | 18              | ...              | ...             | ...            | ...             | ...             | ...   | 13              | 4               | 2                | 9     | ... | ...             | 18             | ...         | 1                |    |
| 5                  | Reserved carriages  | ...   | 16               | 9        | 2               | 43               | 7               | 12             | 6               | 65              | 23    | ...             | 4               | ...              | 7     | 30  | ...             | ...            | 8           | ...              |    |
| 6                  | Inspection carriages  | ...   | 1                | ...      | ...             | ...              | 1               | 9              | ...             | 1               | 8     | ...             | 1               | ...              | ...   | ... | ...             | ...            | ...         | 5                |    |
| 7                  | Family carriages  | ...   | ...              | ...      | ...             | ...              | 8               | 4              | 2               | ...             | ...   | ...             | ...             | 5                | 1     | ... | ...             | ...            | ...         | ...              |    |
| 8                  | First class carriages { 4-wheeled ...<br>{ Bogie  | 26    | 2                | 15       | 87              | 92               | 38              | ...            | 82              | 40              | 1     | 40              | ...             | 8                | 27    | ... | ...             | 14             | 8           | 7                |    |
|                    |   | ...   | 1                | ...      | 2               | 6                | ...             | 9              | ...             | ...             | ...   | 2               | ...             | ...              | ...   | ... | 4               | ...            | ...         |                  |    |
| 9                  | Dining cars   | ...   | 1                | ...      | ...             | 2                | 12              | ...            | ...             | 1               | 3     | 3               | 3               | 2                | ...   | 1   | ...             | ...            | ...         | 4                |    |
| 10                 | Composite, first and second class { 4-wheeled ...<br>{ Bogie                            | 46    | 16               | 50       | 61              | 87               | 68              | 12             | 103             | 56              | 4     | 40              | 1               | 4                | 38    | ... | 10              | 52             | 11          | 20               |    |
|                    |   | 2     | 23               | 12       | 39              | 34               | ...             | ...            | 23              | 10              | 18    | 8               | 6               | 3                | 15    | ... | ...             | 2              | 2           | ...              |    |
| 11                 | Composite, first, second and third class { 4-wheeled ...<br>{ Bogie                     | ...   | ...              | ...      | ...             | 2                | ...             | ...            | ...             | ...             | ...   | ...             | ...             | ...              | ...   | ... | ...             | ...            | ...         | ...              |    |
|                    |   | ...   | ...              | ...      | ...             | 17               | 8               | ...            | 46              | ...             | 14    | ...             | 5               | 28               | ...   | ... | ...             | ...            | ...         |                  |    |
| 12                 | Other composite carriages   | 5     | 3                | 24       | 65              | 5                | 3               | ...            | 31              | 10              | ...   | ...             | ...             | 3                | 11    | 2   | ...             | 3              | ...         | 3                |    |
| 13                 | Second class { Bogie ...<br>{ Ordinary  | ...   | 13               | ...      | ...             | 1                | ...             | ...            | ...             | ...             | ...   | ...             | ...             | ...              | ...   | ... | ...             | 3              | ...         | ...              |    |
|                    |   | 29    | 20               | 16       | 77              | 144              | 79              | 10             | 91              | 33              | ...   | 38              | 1               | 8                | 39    | ... | ...             | 16             | 10          | 6                |    |
| 14                 | Second class with postal accommodation.   | ...   | ...              | ...      | ...             | 22               | ...             | ...            | ...             | ...             | ...   | ...             | ...             | 5                | ...   | ... | ...             | ...            | ...         | ...              |    |
| 15                 | Intermediate class { 4-wheel ...<br>{ Ambulance ...<br>{ Bogie                          | 26    | 5                | 29       | 71              | ...              | 4               | ...            | 128             | 39              | ...   | 33              | ...             | 10               | ...   | ... | ...             | 45             | ...         | 17               |    |
|                    |   | ...   | ...              | 16       | ...             | ...              | ...             | ...            | ...             | 5               | ...   | ...             | ...             | 4                | ...   | ... | ...             | 2              | ...         | ...              |    |
| 16                 | Composite, intermediate and third class   | 15    | ...              | 38       | 30              | ...              | 7               | ...            | 89              | 31              | ...   | 70              | 1               | ...              | ...   | ... | ...             | 40             | ...         | 3                |    |
| 17                 | Intermediate and postal carriages   | 3     | 5                | 6        | ...             | ...              | ...             | ...            | 18              | ...             | ...   | ...             | 2               | ...              | ...   | ... | ...             | 3              | ...         | ...              |    |
| 18                 | Intermediate, third and postal carriages  | 1     | ...              | 3        | ...             | ...              | ...             | ...            | ...             | ...             | ...   | ...             | 3               | ...              | ...   | ... | ...             | ...            | ...         | ...              |    |
| 19                 | Lower class   | ...   | ...              | ...      | ...             | ...              | ...             | ...            | ...             | ...             | ...   | ...             | ...             | ...              | ...   | ... | ...             | ...            | ...         | ...              |    |
| 20                 | Third class carriages without brakes. { 4-wheeled ...<br>{ Bogie ...<br>{ Ambulance ... | ...   | 158              | 197      | 672             | 606              | 480             | 64             | 67              | 5               | ...   | 874             | 2               | 125              | 233   | 8   | 41              | 232            | 65          | 69               |    |
|                    |   | ...   | 81               | 27       | 140             | 67               | 9               | ...            | ...             | ...             | ...   | 6               | 22              | 10               | 162   | ... | ...             | 89             | 3           | 20               |    |
|                    |   | ...   | 15               | ...      | 92              | 16               | 57              | ...            | 174             | ...             | ...   | ...             | ...             | ...              | 54    | ... | ...             | ...            | ...         | ...              |    |
| 21                 | Third class and postal vans   | 14    | 13               | 3        | 51              | 24               | 12              | 5              | 52              | 33              | 16    | 19              | ...             | 4                | 30    | ... | ...             | 8              | 4           | 10               |    |
| 22                 | Third class carriages with brakes. { 4-wheeled ...<br>{ Bogie ...<br>{ Ambulance ...    | 295   | 13               | ...      | 29              | 131              | 12              | ...            | 200             | 85              | ...   | 219             | ...             | ...              | 8     | ... | ...             | 7              | ...         | ...              |    |
|                    |   | 81    | 20               | ...      | 38              | 33               | ...             | ...            | 265             | 26              | 86    | 48              | ...             | ...              | 37    | ... | ...             | ...            | ...         | 5                |    |
| 23                 | Brake-vans  | 227   | 175              | 105      | 773             | 708              | 251             | 49             | 464             | 179             | 15    | 195             | 15              | 41               | 170   | 2   | 27              | 105            | 40          | 32               |    |
| 24                 | Brake-vans with third class   | 81    | ...              | 25       | ...             | 13               | 42              | ...            | 99              | 7               | 65    | ...             | ...             | ...              | 43    | ... | ...             | ...            | ...         | ...              |    |
| 25                 | Brake-vans fitted with postal compartment.  | ...   | ...              | ...      | ...             | 4                | ...             | ...            | ...             | ...             | ...   | ...             | ...             | ...              | ...   | ... | ...             | ...            | ...         | ...              |    |
| 26                 | Postal vans   | ...   | ...              | 1        | 18              | 9                | 9               | ...            | 10              | ...             | ...   | ...             | ...             | ...              | 5     | ... | ...             | 3              | ...         | ...              |    |
| 27                 | Composite, postal and other carriages   | ...   | ...              | ...      | ...             | 11               | ...             | ...            | ...             | ...             | ...   | ...             | ...             | ...              | ...   | ... | ...             | ...            | ...         | ...              |    |
| 28                 | Prison vans   | ...   | ...              | ...      | ...             | 8                | ...             | ...            | ...             | ...             | ...   | ...             | ...             | ...              | 3     | ... | ...             | 4              | ...         | ...              |    |
| 29                 | Carriage trucks   | ...   | 4                | 6        | 7               | 39               | 55              | 27             | 2               | 42              | ...   | ...             | 5               | ...              | 6     | 1   | ...             | 5              | ...         | ...              |    |
| 30                 | Horse boxes   | ...   | 16               | 18       | 20              | 75               | 114             | 58             | 10              | 142             | 43    | 16              | 30              | 1                | 5     | 37  | ...             | 8              | 10          | 12               |    |
| 31                 | Luggage vans  | ...   | 31               | 26       | 26              | 48               | 115             | 40             | 6               | 61              | 43    | 12              | 1               | ...              | ...   | 23  | ...             | 4              | 10          | ...              |    |
| 32                 | Produce Vendors' vans   | ...   | ...              | ...      | 16              | 10               | ...             | ...            | ...             | ...             | ...   | ...             | ...             | ...              | ...   | ... | ...             | ...            | ...         | ...              |    |
| 33                 | Milk vans   | ...   | ...              | ...      | 23              | ...              | ...             | ...            | ...             | ...             | ...   | ...             | ...             | ...              | ...   | ... | ...             | ...            | ...         | ...              |    |
| 34                 | Fish vans   | ...   | ...              | ...      | 31              | ...              | ...             | ...            | ...             | ...             | ...   | 8               | ...             | ...              | ...   | ... | ...             | 2              | 23          | ...              |    |
| 35                 | Store, ice and stationery vans  | ...   | ...              | ...      | ...             | 1                | ...             | ...            | ...             | 18              | ...   | ...             | ...             | ...              | ...   | ... | ...             | ...            | ...         | ...              |    |
| 36                 | Miscellaneous   | ...   | 11               | ...      | 9               | ...              | ...             | ...            | ...             | 2               | 4     | 1               | ...             | ...              | 23    | ... | 2               | 13             | ...         | ...              |    |
| 37                 | TOTAL COACHING VEHICLES   | 256   | 616              | 719      | 2,495           | 2,375            | 1,229           | 189            | 2,552           | 860             | 266   | 1,123           | 63              | 265              | 1,034 | 12  | 89              | 661            | 164         | 217              |    |

**DIX 22.**

*railway at close of the calendar year 1906.*

[illegible]

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## DIX 22—concl'd.

railway at close of the calendar year 1906.

| 3' 8 1/2"      |                  |                    |                   |                    |                    |          |          |          |          |     | 2' 6"             |                     |                       |          |                      |                      |                |          |                |                |          | 2' 0"    |          |          |          |          |          |     |     |    |  |  | Items. |
|----------------|------------------|--------------------|-------------------|--------------------|--------------------|----------|----------|----------|----------|-----|-------------------|---------------------|-----------------------|----------|----------------------|----------------------|----------------|----------|----------------|----------------|----------|----------|----------|----------|----------|----------|----------|-----|-----|----|--|--|--------|
| 19             | 6(e)<br>&<br>(f) | 2 (g)<br>to<br>(m) | 20(a)<br>&<br>(b) | 21(a)<br>to<br>(f) | 22(a)<br>to<br>(j) | 23       | 24       | 25       | 26       | 27  | 3 (b)<br>&<br>(d) | 3 (u)<br>&<br>(o)   | 1 (b)<br>&<br>(e)     | 30       | 9 (h)<br>&<br>(i)    | 6<br>(g)<br>&<br>(h) | 19             | 1<br>(c) | 1<br>(d)       | 20<br>(c)      | 32       | 33       | 3<br>(j) | 35       | 5<br>(g) | 36       | 37       | 38  |     |    |  |  |        |
| M.<br>R.<br>W. | N.<br>&<br>S.C.  | R.<br>M.           | R.<br>&<br>K      | S. I.              | S.M.               | U.<br>C. | B.<br>L. | B.<br>L. | B.<br>B. | C.  | M.B.<br>S.N.      | G.<br>D.<br>&<br>R. | J.<br>K.<br>&<br>B.D. | K.<br>S. | K<br>K<br>T.<br>N.D. | M.D.<br>&<br>T.K.    | M.<br>R.<br>W. | M.<br>B. | P.<br>L.<br>L. | P.<br>W.<br>L. | B.<br>P. | T.<br>B. | D.<br>L. | D.<br>H. | G.<br>L. | H.<br>A. | H.<br>S. | J.  |     |    |  |  |        |
| ...            | 75               | 471                | 345               | 75                 | 85                 | ...      | ...      | 27       | ...      | ... | ...               | ...                 | 150                   | 20       | 49                   | 24                   | 10             | 2        | 2              | 1              | ...      | ...      | ...      | ...      | ...      | ...      | ...      | 42  | 38  |    |  |  |        |
| ...            | ...              | ...                | ...               | ...                | ...                | ...      | ...      | ...      | ...      | ... | ...               | ...                 | ...                   | ...      | ...                  | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 39 |  |  |        |
| 29             | ...              | 3,579              | 769               | 2,055              | 3,526              | 25       | 6        | ...      | 14       | ... | 103               | 38                  | 20                    | 79       | 25                   | ...                  | 10             | 2        | ...            | 57             | 20       | 30       | ...      | 49       | ...      | 14       | 4        | ... | 40  |    |  |  |        |
| ...            | ...              | 1,101              | ...               | 260                | 193                | ...      | ...      | ...      | ...      | ... | ...               | ...                 | ...                   | ...      | ...                  | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 41 |  |  |        |
| 15             | 49               | ...                | ...               | 22                 | 57                 | ...      | ...      | 5        | 2        | ... | ...               | ...                 | ...                   | ...      | 13                   | 24                   | 9              | ...      | ...            | ...            | ...      | ...      | ...      | ...      | ...      | 2        | 10       | ... | 42  |    |  |  |        |
| 25             | ...              | 184                | ...               | 789                | 170                | ...      | ...      | ...      | 6        | 14  | ...               | ...                 | ...                   | 25       | 19                   | ...                  | ...            | ...      | ...            | ...            | ...      | 12       | ...      | 184      | 43       | 4        | 4        | ... | 43  |    |  |  |        |
| ...            | 6                | ...                | ...               | ...                | ...                | ...      | ...      | ...      | ...      | ... | ...               | ...                 | ...                   | ...      | ...                  | ...                  | ...            | 6        | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 44 |  |  |        |
| ...            | ...              | 150                | ...               | ...                | 140                | ...      | ...      | ...      | ...      | ... | ...               | ...                 | ...                   | ...      | ...                  | ...                  | ...            | 2        | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 45 |  |  |        |
| ...            | ...              | 237                | 30                | 20                 | ...                | ...      | ...      | 59       | ...      | 4   | ...               | 96                  | 50                    | ...      | ...                  | ...                  | 38             | ...      | 12             | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | 4   | 46  |    |  |  |        |
| ...            | 7                | 953                | ...               | ...                | ...                | ...      | ...      | ...      | ...      | ... | ...               | ...                 | ...                   | ...      | 14                   | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 47 |  |  |        |
| ...            | ...              | 13                 | 143               | ...                | 438                | 10       | 19       | ...      | 12       | ... | 40                | 73                  | 30                    | 39       | 4                    | ...                  | ...            | 2        | 3              | 21             | 6        | ...      | 7        | ...      | 4        | ...      | 3        | ... | 48  |    |  |  |        |
| ...            | ...              | 1,200              | ...               | ...                | ...                | ...      | ...      | ...      | ...      | ... | ...               | ...                 | ...                   | ...      | ...                  | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | ...      | 10       | ...      | ... | ... | 49 |  |  |        |
| ...            | ...              | ...                | ...               | ...                | 350                | ...      | ...      | ...      | ...      | ... | ...               | ...                 | 65                    | ...      | 69                   | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | 326      | ...      | ...      | ...      | ...      | ... | ... | 50 |  |  |        |
| ...            | ...              | ...                | ...               | 6                  | 28                 | ...      | ...      | ...      | ...      | ... | ...               | ...                 | ...                   | ...      | 10                   | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 51 |  |  |        |
| 1              | ...              | 16                 | 6                 | ...                | 13                 | ...      | ...      | ...      | ...      | ... | ...               | ...                 | ...                   | ...      | ...                  | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | 1        | ...      | ...      | ... | ... | 52 |  |  |        |
| ...            | ...              | ...                | ...               | 4                  | 45                 | ...      | ...      | ...      | ...      | ... | 1                 | ...                 | ...                   | 1        | 7                    | ...                  | ...            | ...      | ...            | ...            | ...      | 2        | ...      | ...      | ...      | ...      | ...      | ... | ... | 53 |  |  |        |
| ...            | 1                | 35                 | 2                 | 7                  | 13                 | ...      | ...      | ...      | ...      | ... | ...               | 1                   | ...                   | 1        | 2                    | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 54 |  |  |        |
| ...            | 8                | 79                 | 76                | 33                 | 127                | ...      | ...      | ...      | ...      | ... | 24                | ...                 | 23                    | 4        | ...                  | ...                  | ...            | ...      | ...            | 2              | ...      | ...      | ...      | 6        | ...      | ...      | ...      | ... | ... | 55 |  |  |        |
| ...            | ...              | ...                | ...               | 58                 | 30                 | ...      | ...      | ...      | ...      | ... | 110               | ...                 | ...                   | ...      | ...                  | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 56 |  |  |        |
| ...            | ...              | ...                | ...               | 65                 | ...                | ...      | ...      | ...      | ...      | ... | ...               | ...                 | ...                   | ...      | ...                  | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | 1        | ...      | ...      | ... | ... | 57 |  |  |        |
| ...            | 22               | ...                | ...               | 522                | ...                | ...      | ...      | 2        | ...      | ... | ...               | ...                 | ...                   | ...      | 150                  | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | 100      | ...      | ...      | ... | ... | 58 |  |  |        |
| ...            | 4                | 21                 | ...               | 24                 | 8                  | ...      | ...      | ...      | ...      | ... | ...               | ...                 | 2                     | ...      | ...                  | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 59 |  |  |        |
| ...            | ...              | ...                | ...               | 23                 | 8                  | ...      | ...      | ...      | ...      | ... | 2                 | ...                 | ...                   | ...      | ...                  | ...                  | ...            | 1        | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 60 |  |  |        |
| ...            | ...              | ...                | ...               | ...                | 25                 | ...      | ...      | ...      | ...      | ... | ...               | ...                 | ...                   | ...      | ...                  | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 61 |  |  |        |
| ...            | ...              | 27                 | 10                | 8                  | 21                 | ...      | ...      | 1        | ...      | ... | ...               | ...                 | ...                   | 1        | ...                  | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 62 |  |  |        |
| ...            | ...              | 1                  | ...               | 5                  | 20                 | ...      | ...      | ...      | ...      | ... | ...               | 2                   | ...                   | ...      | ...                  | ...                  | ...            | ...      | ...            | ...            | ...      | ...      | ...      | ...      | ...      | ...      | ...      | ... | ... | 63 |  |  |        |
| 70             | 171              | 9,007              | 1,361             | 3,881              | 5,362              | 35       | 25       | 94       | 34       | 18  | 280               | 210                 | 310                   | 161      | 431                  | 48                   | 68             | 12       | 16             | 71             | 41       | 50       | 326      | 254      | 237      | 32       | 8        | 76  | 64  |    |  |  |        |

## WITH CLOSETS FOR FEMALES.

|     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| ... | ... | ... | ... | ... | 2   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | 16  | ... | ... | ... | ... | 4   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 22  | ... | 29  | 55  | 68  | 15  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 22  | ... | 45  | 55  | 63  | 17  | ... | 4   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 65  |

## ACCOMMODATION, INCLUDING (ITEM 60) CARRIAGES FITTED WITH CLOSETS FOR FEMALES.

|     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 5   | ... | 51  | ... | ... | 2   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 5   | 81  | 16  | 26  | ... | ... | ... | 4   | ... | ... | 2   | ... | ... | ... | ... | 4   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | 22  | 219 | 29  | 117 | 121 | 15  | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4   | ... | ... | ... | ... | ... |
| 5   | 27  | 351 | 45  | 143 | 121 | 17  | ... | 4   | ... | ... | 2   | ... | ... | ... | ... | 4   | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 66  |

| Progressive No. | GAUGE        | 5' 6'  |               |          |               |               |               |              |
|-----------------|--------------|--------|---------------|----------|---------------|---------------|---------------|--------------|
|                 | NUMBER.      | 1 (a). | 2 (a) to (f). | 3 (a).   | 4 (a) to (d). | 5 (a) to (f). | 6 (a) to (d). | 7 (a) & (b). |
|                 | Particulars. | B. N.  | B. B. & C. I. | E. B. S. | E. I.         | G. I. P.      | M.            | N. G. S.     |

## ENGINES.

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines.)

|    |   |                         |         |        |        |        |         |        |        |
|----|---|-------------------------|---------|--------|--------|--------|---------|--------|--------|
| 1  | Passenger engines                                   | Number at close of 1905 | 77      | 87     | 71     | 150    | ...     | 54     | 5      |
| 2  |   | Number added in 1906    | ...     | 1      | ...    | 8      | ...     | ...    | ...    |
| 3  |   | Number at close of 1906 | 77      | 88     | 71     | 158    | ...     | 54     | 5      |
| 4  | Goods and mixed engines                             | Number at close of 1905 | 214     | 132    | 115    | 802    | 823     | 212    | 56     |
| 5  |   | Number added in 1906    | ...     | ...    | 14     | 4      | 9       | 6      | ...    |
| 6  |   | Number at close of 1906 | 214     | 122    | 129    | 788    | 862     | 218    | 56     |
| 7  | Total number of locomotives on the 31st December    |                         | 291     | 220    | 200    | 946    | 862     | 272    | 61     |
| 8  | Number per mile of line open of all classes         |                         | 0.17    | 0.25   | 0.10   | 0.19   | 0.31    | 0.19   | 0.17   |
| 9  | Average mileage run by each per annum.              | Passenger               | 29,635  | 25,152 | 28,748 | 37,559 | 26,445  | 32,144 | 18,692 |
| 10 |   | Goods                   | 17,474  | 11,227 | 21,913 | 22,126 | 17,851  | 18,648 | 20,772 |
| 11 |   | All classes             | 25,163  | 20,251 | 21,350 | 24,713 | 20,542  | 21,400 | 20,602 |
| 12 | Average mileage run by each per diem.               | Passenger               | 80      | 69     | 79     | 103    | 73      | 8      | 51     |
| 13 |   | Goods                   | 49      | 31     | 60     | 60     | 49      | 55     | 57     |
| 14 |   | All classes             | 69      | 55     | 67     | 68     | 56      | 62     | 56     |
| 15 | Ton mileage hauled per engine, in thousands of tons |                         | 7,984   | 6,756  | 5,344  | 8,920  | 6,216   | 6,097  | 6,489  |
| 16 | Average under repairs or renewals at any one time   |                         | 54      | 39     | 22     | 105    | 175     | 64     | 10     |
| 17 | Total value, in thousands of rupees                 |                         | 1,47.92 | ...    | ...    | ...    | 3,08.38 | ...    | 21.29  |
| 18 | Total value per mile of line open                   |                         | 8.7.29  | ...    | ...    | ...    | 10.9.07 | ...    | 6.8.43 |

## COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of Goods.)

|    |   |        |        |        |        |         |        |        |
|----|---|--------|--------|--------|--------|---------|--------|--------|
| 19 | Number at close of 1905                               | 911    | 634    | 712    | 2,375  | 2,258   | 1,312  | 188    |
| 20 | Number added in 1906                                  | 45     | 12     | 7      | 120    | 87      | 17     | 1      |
| 21 | Number at close of 1906                               | 956    | 646    | 719    | 2,495  | 2,375   | 1,329  | 189    |
| 22 | 1st class   | 0.04   | 0.05   | 0.13   | 0.08   | 0.07    | 0.07   | 0.11   |
| 23 | 2nd class   | 0.03   | 0.07   | 0.1    | 0.5    | 0.08    | 0.08   | 0.05   |
| 24 | Intermediate class                                    | 0.02   | 0.03   | 0.06   | 0.06   | ...     | 0.01   | ...    |
| 25 | 3rd class   | 0.06   | 0.36   | 0.60   | 0.43   | 0.31    | 0.30   | 0.19   |
| 26 | All other classes                                     | 0.19   | 0.27   | 0.43   | 0.41   | 0.84    | 0.20   | 0.19   |
| 27 | Total of all classes                                  | 0.54   | 0.78   | 1.44   | 1.01   | 0.84    | 0.84   | 0.54   |
| 28 | 1st class   | 38,341 | ...    | 35,897 | 62,577 | 62,403  | 70,406 | ...    |
| 29 | 2nd class   | 49,973 | ...    | 46,440 | 77,482 | 55,060  | 30,101 | ...    |
| 30 | Intermediate class                                    | 72,023 | ...    | 48,220 | 87,635 | ...     | 51,448 | ...    |
| 31 | 3rd class   | 42,797 | ...    | 47,881 | 67,500 | 63,141  | 37,295 | ...    |
| 32 | All other classes                                     | 38,182 | ...    | 30,542 | 38,063 | 24,324  | 31,731 | ...    |
| 33 | Total of all classes                                  | 42,193 | 57,183 | 41,398 | 56,209 | 44,602  | 34,191 | 41,368 |
| 34 | Average mileage run by each per diem                  | 116    | 157    | 113    | 154    | 123     | 94     | 119    |
| 35 | Freight ton-mileage per vehicle, in thousands of tons | 39     | 59     | 31     | 70     | 79      | 32     | 50     |
| 36 | Average under repairs or renewals at any one time     | 132    | 82     | 57     | 878    | 2.8     | 50     | 17     |
| 37 | Total value, in thousands of rupees                   | 76.84  | ...    | ...    | ...    | 1,78.73 | ...    | 7.38   |
| 38 | Total value per mile of line open                     | 4,505  | ...    | ...    | ...    | 4,575   | ...    | 2,412  |

## GOODS STOCK.

|    |   |         |         |         |          |         |         |        |
|----|---|---------|---------|---------|----------|---------|---------|--------|
| 39 | Covered wagons  | 3,776   | 2,717   | 3,815   | 8,248    | 7,546   | 2,900   | 161    |
| 40 | Open  | 3,172   | 2,581   | 509     | 9,032    | 4,339   | 1,762   | 759    |
| 41 | Timber trucks, including bolster trucks                     | 50      | 20      | 125     | ...      | 241     | 185     | 10     |
| 42 | All other classes   | 81      | 87      | 104     | 215      | 178     | 71      | 78     |
| 43 | Total of all classes  | 7,879   | 5,105   | 4,054   | 17,495   | 12,004  | 4,918   | 1,008  |
| 44 | Covered wagons  | ...     | ...     | 61      | 143      | 110     | ...     | ...    |
| 45 | Open  | 253     | 27      | 26      | 1,110    | 20      | ...     | 20     |
| 46 | Timber trucks, including bolster trucks                     | ...     | ...     | 35      | ...      | ...     | ...     | ...    |
| 47 | All other classes   | ...     | ...     | 6       | ...      | ...     | ...     | ...    |
| 48 | Total of all classes  | 253     | 35      | 6       | 1,780    | 162     | ...     | 50     |
| 49 | Covered wagons  | 3,776   | 2,717   | 3,376   | 8,391    | 7,686   | 2,900   | 161    |
| 50 | Open  | 3,725   | 2,308   | 484     | 10,143   | 4,059   | 1,762   | 809    |
| 51 | Timber trucks, including bolster trucks                     | 50      | 20      | 90      | ...      | 291     | 185     | 10     |
| 52 | All other classes   | 81      | 87      | 110     | 242      | 180     | 71      | 78     |
| 53 | Total of all classes  | 7,693   | 5,150   | 4,059   | 18,776   | 12,166  | 4,918   | 1,058  |
| 54 | Number of all classes per mile of line open                 | ...     | ...     | ...     | ...      | ...     | ...     | ...    |
| 55 | Average mileage run by each per annum                       | 18,988  | 11,791  | 8,15    | 18,328   | 17,676  | 12,673  | 19,292 |
| 56 | Average mileage run by each per diem                        | 50      | 32      | 21      | 48       | 35      | 28      | 35     |
| 57 | Covered wagons  | 8.23    | 6.94    | 7.70    | 7.32     | 7.62    | 7.60    | 7.86   |
| 58 | Open  | 8.31    | 6.56    | 7.43    | 6.73     | 6.86    | 6.81    | 6.89   |
| 59 | Covered wagons  | 15.07   | 14.44   | 13.05   | 15.11    | 14.74   | 14.37   | 15.93  |
| 60 | Open  | 16.99   | 14.53   | 13.95   | 15.06    | 14.39   | 15.90   | 16.99  |
| 61 | Average load of a goods vehicle, loaded and empty, per mile | 7.11    | 7.02    | 7.85    | 7.37     | 6.70    | 5.99    | 7.18   |
| 62 | Freight ton-mileage per vehicle, in thousands of tons       | 89      | 80      | 60      | 143      | 169     | 78      | 107    |
| 63 | Average under repairs or renewals at any one time           | 236     | 233     | 224     | 791      | 772     | 196     | 48     |
| 64 | Total value, in thousands of rupees                         | 3,17.99 | ...     | ...     | ...      | 2,64.74 | ...     | 24.33  |
| 65 | Total value per mile of line open                           | 12,838  | ...     | ...     | ...      | 9,469   | ...     | 6,915  |
| 66 | Grand total value of rolling-stock, in thousands of rupees  | 4,41.55 | 2,42.70 | 2,17.40 | 12,46.74 | 7,02.05 | 3,79.46 | 5,630  |
| 67 | Grand total value of rolling-stock per mile of line open    | 26,085  | 27,938  | 48,658  | 51,345   | 24,948  | 19,077  | 15,966 |

## DIX 23.

work done by, Rolling-stock.

| 5' 6"           |                 | 3' 3 1/2" |                 |                 |                  |        |    |                 |                 |          |                  |          |                 | Progressive No. |
|-----------------|-----------------|-----------|-----------------|-----------------|------------------|--------|----|-----------------|-----------------|----------|------------------|----------|-----------------|-----------------|
| 9<br>(a) to (g) | 10<br>(a) & (b) | 11        | 12<br>(a) & (b) | 13<br>(a) & (b) | 14<br>(a) to (d) | 15 (a) | 16 | 17<br>(a) & (b) | 18<br>(b) & (c) | 19 (c)   | 20<br>(a) to (c) | 21       | 22<br>(a) & (f) |                 |
| N. W.           | O. & R.         | A. B.     | B. & N. W.      | B. D.           | B. G. J. P.      | B.     | D. | D. S.           | E. B. S. M.     | H. G. V. | J. B.            | M. B. W. | N. & S. C.      |                 |

## ENGINES.

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines.)

|         |        |        |        |        |        |        |        |        |        |        |        |        |        |        |    |
|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----|
| ...     | 65     | ...    | 35     | ...    | ...    | 28     | ...    | ...    | 61     | ...    | ...    | 3      | 6      | 145    | 1  |
| ...     | 65     | ...    | 45     | ...    | ...    | 28     | ...    | ...    | 68     | ...    | ...    | 3      | ...    | 145    | 2  |
| 756     | 140    | 77     | 205    | 10     | 37     | 223    | 2      | 22     | 74     | 55     | 48     | ...    | 12     | 303    | 3  |
| 64      | ...    | 10     | 21     | ...    | ...    | 8      | ...    | 4      | 8      | ...    | ...    | 1      | 6      | ...    | 4  |
| 820     | 140    | 87     | 226    | 10     | 37     | 231    | 2      | 26     | 83     | 55     | 48     | ...    | 19     | 303    | 5  |
| 820     | 205    | 87     | 271    | 10     | 37     | 259    | 2      | 26     | 150    | 55     | 48     | ...    | 13     | 418    | 6  |
| 0-20    | 0 16   | 0 11   | 0 17   | 0 06   | 0 08   | 0 19   | 0 40   | 0 30   | 0 23   | 0 14   | 0 06   | 0 07   | 0 22   | 0 21   | 7  |
| ...     | 48,982 | ...    | 16,313 | ...    | ...    | 31,040 | ...    | ...    | 25,157 | ...    | ...    | 14,130 | ...    | 24,812 | 8  |
| ...     | 14,275 | ...    | 19,823 | ...    | ...    | 19,747 | ...    | ...    | 19,745 | ...    | ...    | 11,771 | ...    | 18,906 | 9  |
| 25,964  | 20,854 | 24,019 | 22,418 | 20,314 | 18,196 | 23,875 | 20,192 | 15,790 | 21,917 | 18,963 | 29,120 | 13,117 | 12,725 | 30,978 | 10 |
| ...     | 134    | ...    | 45     | ...    | ...    | 85     | ...    | ...    | 69     | ...    | ...    | 39     | ...    | 68     | 11 |
| ...     | 79     | ...    | 51     | ...    | ...    | 60     | ...    | ...    | 53     | ...    | ...    | 31     | ...    | 52     | 12 |
| 71      | 82     | 66     | 61     | 72     | 50     | 65     | 56     | 43     | 61     | 32     | 80     | 37     | 36     | 57     | 13 |
| 7,827   | 7,618  | 3,804  | 4,138  | ...    | 2,919  | 4      | ...    | ...    | 7,479  | 3,286  | 5,535  | ...    | 1,394  | 4,175  | 14 |
| ...     | 24     | 6      | 29     | ...    | 1      | 18     | ...    | 4      | 30     | 7      | 7      | 1      | 2      | 52     | 15 |
| 8,07,50 | 69,61  | ...    | 81,17  | 3,70   | 7,56   | 73,12  | ...    | ...    | ...    | 16,05  | 19,48  | 1,54   | 457    | ...    | 16 |
| 9,135   | 5,256  | ...    | 5,270  | 1,65   | 1,661  | 5,155  | ...    | ...    | ...    | 4,307  | 1,606  | 2,079  | 5,595  | ...    | 17 |
| ...     | ...    | ...    | ...    | ...    | ...    | ...    | ...    | ...    | ...    | ...    | ...    | ...    | ...    | ...    | 18 |

## COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of Goods.)

|         |        |        |        |      |        |        |      |      |        |        |        |       |        |        |    |
|---------|--------|--------|--------|------|--------|--------|------|------|--------|--------|--------|-------|--------|--------|----|
| 2,399   | 853    | 259    | 1,029  | 63   | 255    | 985    | 12   | 84   | 691    | 164    | 217    | 55    | 52     | 1,679  | 19 |
| 151     | 7      | 7      | 83     | ...  | ...    | 83     | ...  | 5    | 17     | ...    | ...    | ...   | 5      | 24     | 20 |
| 2,552   | 860    | 286    | 1,128  | 63   | 255    | 1,048  | 12   | 89   | 684    | 164    | 217    | 55    | 57     | 1,703  | 21 |
| 0 04    | 0 18   | 0 4    | 0 5    | ...  | 0 06   | 0 07   | ...  | 0 13 | 0 03   | 0 07   | 0 04   | 0 11  | 0 08   | ...    | 22 |
| 0 04    | 0 05   | 0 02   | 0 04   | ...  | 0 01   | 0 06   | ...  | 0 03 | 0 06   | 0 04   | 0 02   | 0 04  | 0 03   | ...    | 23 |
| 0 04    | 0 04   | 0 02   | 0 04   | ...  | 0 03   | ...    | ...  | ...  | 0 09   | 0 02   | 0 01   | ...   | ...    | ...    | 24 |
| 0 06    | 0 08   | 0 13   | 0 41   | ...  | 0 30   | 0 42   | ...  | 0 53 | 0 41   | 0 18   | 0 12   | ...   | ...    | ...    | 25 |
| 0 23    | 0 20   | 0 13   | 0 15   | ...  | 0 13   | 0 21   | ...  | 0 48 | 0 22   | 0 13   | 0 06   | 0 11  | 0 28   | ...    | 26 |
| 0 61    | 0 65   | 0 31   | 0 63   | 0 41 | 0 56   | 0 77   | 2 40 | 1 14 | 0 66   | 0 42   | 0 26   | 0 74  | 0 70   | 0 83   | 27 |
| 57,913  | 5,277  | 35,284 | 52,273 | ...  | ...    | 21,512 | ...  | ...  | ...    | ...    | ...    | ...   | 15,430 | ...    | 28 |
| 54,161  | 3,981  | 32,646 | 62,419 | ...  | ...    | 30,913 | ...  | ...  | ...    | ...    | ...    | ...   | 31,406 | ...    | 29 |
| 59,445  | 3,023  | 31,170 | 81,281 | ...  | ...    | ...    | ...  | ...  | ...    | ...    | ...    | ...   | ...    | ...    | 30 |
| 64,194  | 18,854 | 33,765 | 41,075 | ...  | ...    | 35,425 | ...  | ...  | ...    | ...    | ...    | ...   | 18,371 | ...    | 31 |
| 33,634  | 13,526 | 21,569 | 42,224 | ...  | ...    | 30,652 | ...  | ...  | ...    | ...    | ...    | ...   | 16,778 | ...    | 32 |
| 51,395  | 41,011 | 32,928 | 55,711 | ...  | 32,060 | 32,681 | ...  | ...  | 39,305 | 41,827 | 57,064 | ...   | 18,016 | 47,578 | 33 |
| 141     | 121    | 89     | 151    | ...  | 88     | 10     | ...  | ...  | 103    | 115    | 159    | ...   | 49     | 131    | 34 |
| 41      | 38     | 25     | 32     | ...  | 22     | 26     | ...  | ...  | 27     | 31     | 85     | ...   | 20     | 32     | 35 |
| 224     | 87     | 27     | 66     | 10   | 25     | 112    | ...  | 9    | 79     | 11     | 13     | 8     | 1      | 141    | 36 |
| 1,69,18 | ...    | ...    | ...    | ...  | 8,08   | 58,42  | ...  | ...  | ...    | 8,76   | ...    | 1,03  | ...    | ...    | 37 |
| 5,620   | ...    | ...    | ...    | ...  | 1,774  | 4,389  | ...  | ...  | ...    | 2,233  | ...    | 2,252 | ...    | ...    | 38 |

## GOODS STOCK.

|         |         |        |         |       |       |         |        |         |        |        |        |       |        |         |    |
|---------|---------|--------|---------|-------|-------|---------|--------|---------|--------|--------|--------|-------|--------|---------|----|
| 8,132   | 4,884   | 1,225  | 5,984   | 263   | 298   | 3,691   | 4      | 223     | 2,534  | 408    | 602    | 29    | 79     | 5,153   | 39 |
| 2,917   | ...     | 430    | ...     | 66    | 705   | 9 3     | 6      | 814     | 351    | 392    | 295    | 23    | 83     | 2,677   | 40 |
| 320     | 646     | 62     | 279     | 14    | 12    | 308     | ...    | 50      | 114    | 20     | ...    | ...   | 8      | ...     | 41 |
| 253     | 49      | 87     | ...     | 5     | 23    | 164     | ...    | 2       | 58     | 12     | 44     | 1     | ...    | 109     | 42 |
| 11,612  | 5,579   | 1,813  | 6,270   | 318   | 1,018 | 5,155   | 10     | 1,089   | 3,587  | 617    | 941    | 55    | 170    | 8,009   | 43 |
| 1,044   | ...     | 188    | ...     | ...   | ...   | ...     | ...    | ...     | 199    | 100    | 50     | ...   | 1      | ...     | 44 |
| 159     | ...     | 20     | 51      | ...   | ...   | 130     | ...    | ...     | 16     | -20    | -1     | 15    | ...    | ...     | 45 |
| ...     | ...     | -27    | ...     | ...   | ...   | 4       | ...    | 4       | ...    | ...    | ...    | ...   | ...    | ...     | 46 |
| 27      | 4       | 13     | ...     | ...   | ...   | 15      | ...    | 1       | 6      | ...    | ...    | ...   | ...    | ...     | 47 |
| 1,230   | ...     | 203    | ...     | ...   | ...   | 105     | ...    | 5       | 231    | 80     | 51     | 15    | 1      | ...     | 48 |
| 9,176   | 4,884   | 1,413  | 6,005   | 263   | 298   | 3,246   | 4      | 223     | 3,033  | 503    | 652    | 29    | 80     | 5,151   | 49 |
| 3,076   | ...     | 489    | ...     | 66    | 705   | 1,038   | 6      | 814     | 567    | 392    | 294    | 40    | 83     | 2,677   | 50 |
| 320     | 646     | 62     | 279     | 14    | 12    | 308     | ...    | 50      | 114    | 20     | ...    | ...   | 8      | ...     | 51 |
| 280     | 63      | 100    | 37      | 5     | 23    | 179     | ...    | 54      | 64     | 12     | 46     | ...   | ...    | 100     | 52 |
| 12,652  | 5,583   | 2,016  | 6,321   | 348   | 1,048 | 5,260   | 10     | 1,094   | 3,778  | 697    | 992    | 70    | 171    | 8,007   | 53 |
| 308     | 612     | 2 63   | 3 26    | 2 27  | 2 30  | 3 2     | 2 00   | 12 71   | 4 90   | 2 23   | 1 19   | 0 94  | ...    | 3 92    | 54 |
| 18,549  | 11,170  | 7,152  | 11,051  | ...   | 6,200 | 11,636  | ...    | ...     | 7,324  | 11,032 | 16,702 | ...   | 3,068  | 16,617  | 55 |
| 51      | 61      | 20     | 30      | ...   | 17    | 32      | ...    | ...     | 20     | 30     | 45     | ...   | 19     | 45      | 56 |
| 7 54    | 7 22    | 4 81   | ...     | ...   | 3 72  | 4 23    | ...    | ...     | 5 11   | 4 37   | 3 71   | ...   | 4 78   | 823     | 57 |
| 7 15    | ...     | 3 38   | ...     | ...   | 3 13  | 3 01    | ...    | ...     | 3 48   | 4 04   | 4 75   | ...   | 5 61   | 655     | 58 |
| 17 38   | 12 40   | 10 23  | ...     | ...   | 7 35  | 9 84    | ...    | ...     | 9 37   | 10 06  | 10 66  | ...   | 7 50   | 17 02   | 59 |
| 14 21   | ...     | 7 23   | 10 34   | ...   | 7 44  | 8 41    | ...    | ...     | 7 37   | 11 05  | 13 29  | ...   | 15 61  | 12 45   | 60 |
| 8 24    | 5 90    | 4 77   | ...     | ...   | 2 86  | 3 54    | ...    | ...     | 4 36   | 4 19   | 4 10   | ...   | 4 42   | 4 15    | 61 |
| 163     | 66      | 43     | ...     | ...   | 18    | 48      | ...    | ...     | 35     | 46     | 73     | ...   | ...    | 70      | 62 |
| 480     | 184     | 39     | ...     | 13    | 28    | 460     | ...    | 17      | 169    | 81     | 18     | ...   | 1      | 219     | 63 |
| 3,55,62 | 1,07,70 | ...    | 1,48,91 | 9,33  | 12,53 | 90,30   | ...    | ...     | ...    | 14,76  | 27,97  | 3,25  | 10,27  | ...     | 64 |
| 10,562  | 12,665  | ...    | 9,632   | 6,009 | 2,751 | 6,778   | ...    | ...     | ...    | 3,768  | 3,357  | 3,048 | 12,569 | ...     | 65 |
| 8,52,30 | 2,97,31 | 90,98  | 2,30,88 | 12,78 | 28,17 | 2,22,71 | 24,17  | 1,89,23 | 40,17  | 41,85  | 5,021  | 5,45  | 14,81  | 2,57,14 | 66 |
| 20,407  | 19,061  | 11,794 | 14,902  | 7,668 | 6,191 | 16,622  | 31,300 | 16,072  | 10,374 | ...    | ...    | 7,365 | 18,098 | 12,005  | 67 |

## APPENDIX

Number of, outlay on, and

| Progressive No. | GAUGE.       | 3' 3 1/2" |            |            |            | 2' 6"      |            |            |            |             |            |
|-----------------|--------------|-----------|------------|------------|------------|------------|------------|------------|------------|-------------|------------|
|                 |              | 20        | 21         | 22         | 23         | 24         | 25         | 26         | 27         | 28          | 29         |
|                 |              | (a) & (b) | (a) to (f) | (a) to (f) | (a) to (f) | (a) to (f) | (a) to (f) | (a) to (f) | (a) to (f) | (a) to (f)  | (a) to (f) |
|                 | Particulars. | R. & K.   | S. I.      | S. M.      | U. C.      | B. B. L.   | B. L.      | D. B.      | C.         | E. B. S. N. | G. D. & R. |

## ENGINES.

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines.)

|    |   |                         |       |        |        |        |        |        |        |       |        |
|----|---|-------------------------|-------|--------|--------|--------|--------|--------|--------|-------|--------|
| 1  | Passenger engines.                                  | Number at close of 1905 | 73    | 42     | 1      | ...    | ...    | ...    | ...    | 2     | ...    |
| 2  |   | Number added in 1906    | 10    | ...    | ...    | ...    | ...    | ...    | ...    | ...   | ...    |
| 3  |   | Number at close of 1906 | 83    | 42     | 1      | ...    | ...    | ...    | ...    | 2     | ...    |
| 4  | Goods and mixed engines.                            | Number at close of 1905 | 40    | 155    | 195    | 2      | 3      | 7      | 3      | 3     | 11     |
| 5  |   | Number added in 1906    | 8     | 10     | ...    | ...    | ...    | ...    | ...    | ...   | ...    |
| 6  |   | Number at close of 1906 | 48    | 165    | 195    | 2      | 3      | 7      | 3      | 3     | 11     |
| 7  | Total number of locomotives on the 31st December    |                         | 44    | 248    | 237    | 3      | 3      | 7      | 3      | 3     | 11     |
| 8  | Number per mile of line open of all classes         |                         | 0.14  | 0.18   | 0.14   | 0.04   | 0.12   | 0.09   | 0.16   | 0.25  | 0.08   |
| 9  | Average mile-ago run by each per annum.             |                         | 7,937 | 27,966 | 20,916 | ...    | ...    | ...    | ...    | ...   | ...    |
| 10 |   | Goods                   | 8,161 | 14,231 | 19,691 | ...    | ...    | ...    | ...    | ...   | ...    |
| 11 |   | All classes             | 4,150 | 20,636 | 23,002 | 19,175 | 17,212 | 38,687 | 10,404 | 5,408 | 13,724 |
| 12 | Average mile-ago run by each per annum.             |                         | 22    | 77     | 74     | ...    | ...    | ...    | ...    | ...   | ...    |
| 13 |   | Goods                   | 22    | 39     | 52     | ...    | ...    | ...    | ...    | ...   | ...    |
| 14 |   | All classes             | 11    | 56     | 63     | 53     | 47     | 106    | 28     | 15    | 38     |
| 15 | Ton-mileage hauled per engine, in thousands of tons |                         | 3,646 | 3,596  | 3,821  | 3,814  | ...    | ...    | ...    | 73    | ...    |
| 16 | Average under repairs or renewals at any one time   |                         | 7     | 24     | 41     | 1      | ...    | ...    | ...    | 3     | 2      |
| 17 | Total value, in thousands of rupees                 |                         | 12.70 | ...    | 57.34  | 95     | 77     | ...    | 71     | 27    | 1.44   |
| 18 | Total value per mile of line open                   |                         | 3,803 | ...    | 3,519  | 1,344  | 2,941  | ...    | 3,786  | 2,371 | 1,694  |

## COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of Goods.)

|    |   |      |         |       |      |      |      |      |       |      |      |
|----|---|------|---------|-------|------|------|------|------|-------|------|------|
| 19 | Number at close of 1905                               | 181  | 1,099   | 1,053 | 26   | 13   | 7    | 24   | 3     | 63   | 54   |
| 20 | Number added in 1906                                  | 43   | 32      | 3     | ...  | 10   | 26   | ...  | ...   | ...  | ...  |
| 21 | Number at close of 1906                               | 227  | 1,131   | 1,056 | 26   | 23   | 33   | 19   | 3     | 63   | 51   |
| 22 | 1st class   | 0.08 | 0.07    | 0.05  | 0.01 | ...  | ...  | ...  | 0.08  | ...  | ...  |
| 23 | 2nd class   | 0.04 | 0.05    | 0.04  | 0.03 | ...  | ...  | ...  | ...   | ...  | ...  |
| 24 | Intermediate class                                    | 0.03 | ...     | ...   | 0.03 | ...  | ...  | ...  | ...   | ...  | ...  |
| 25 | 3rd class   | 0.33 | 0.53    | 0.32  | 0.22 | ...  | 0.36 | ...  | 0.08  | ...  | ...  |
| 26 | All other classes                                     | 0.16 | 0.18    | 0.20  | 0.16 | ...  | 0.06 | ...  | 0.04  | ...  | ...  |
| 27 | Total of all classes                                  | 0.61 | 0.83    | 0.61  | 0.87 | 0.88 | 0.12 | 1.00 | 0.24  | 0.71 | 0.39 |
| 28 | 1st class   | ...  | 35,702  | ...   | ...  | ...  | ...  | ...  | 6,500 | ...  | ...  |
| 29 | 2nd class   | ...  | 41,734  | ...   | ...  | ...  | ...  | ...  | ...   | ...  | ...  |
| 30 | Intermediate class                                    | ...  | 47,739  | ...   | ...  | ...  | ...  | ...  | 6,500 | ...  | ...  |
| 31 | 3rd class   | ...  | 37,170  | ...   | ...  | ...  | ...  | ...  | 6,500 | ...  | ...  |
| 32 | All other classes                                     | ...  | 36,112  | ...   | ...  | ...  | ...  | ...  | 6,500 | ...  | ...  |
| 33 | Total of all classes                                  | ...  | 169,357 | ...   | ...  | ...  | ...  | ...  | ...   | ...  | ...  |
| 34 | Average mileage run by each per annum                 | ...  | 93      | 121   | 90   | ...  | 46   | ...  | 23    | ...  | ...  |
| 35 | Freight ton-mileage per vehicle, in thousands of tons | ...  | 22      | 83    | 46   | 2    | ...  | 1    | ...   | 9    | ...  |
| 36 | Average under repairs or renewals at any one time     | ...  | ...     | ...   | ...  | ...  | ...  | ...  | ...   | ...  | ...  |
| 37 | Total value, in thousands of rupees                   | ...  | ...     | ...   | ...  | ...  | ...  | ...  | ...   | ...  | 1.29 |
| 38 | Total value per mile of line open                     | ...  | ...     | ...   | ...  | ...  | ...  | ...  | 77    | ...  | 861  |

## GOODS STOCK.

|    |  |   |        |         |         |        |       |        |        |       |                            |       |
|----|--|---|--------|---------|---------|--------|-------|--------|--------|-------|----------------------------|-------|
| 39 | Number at close of 1905                                    | Covered wagons                          | 1,015  | 2,281   | 3,700   | 25     | 6     | 7      | 14     | ...   | 108                        | 55    |
| 40 |  | Open                                    | 113    | 1,393   | 1,044   | 10     | 19    | 15     | 2      | ...   | 41                         | 152   |
| 41 |  | Timber trucks, including bolster trucks | 76     | 71      | 267     | ...    | ...   | 89     | ...    | ...   | 132                        | ...   |
| 42 |  | All other classes                       | 15     | 8       | 207     | ...    | ...   | 1      | 12     | ...   | 3                          | 8     |
| 43 |  | Total of all classes                    | 1,219  | 3,753   | 5,218   | 35     | 25    | 62     | 28     | ...   | 279                        | 200   |
| 44 | Number added in 1906                                       | Covered wagons                          | 99     | 150     | 162     | ...    | ...   | 20     | ...    | ...   | ...                        | ...   |
| 45 |  | Open                                    | 60     | 12      | 24      | ...    | ...   | 51     | 18     | ...   | ...                        | ...   |
| 46 |  | Timber trucks, including bolster trucks | ...    | ...     | ...     | ...    | ...   | ...    | ...    | ...   | ...                        | ...   |
| 47 |  | All other classes                       | 3      | ...     | 6       | ...    | ...   | ...    | ...    | ...   | ...                        | ...   |
| 48 |  | Total of all classes                    | 162    | 138     | 144     | ...    | ...   | 82     | 12     | ...   | ...                        | ...   |
| 49 |  | Covered wagons                          | 1,114  | 2,431   | 3,662   | 25     | 6     | 27     | 14     | ...   | 103                        | 38    |
| 50 |  | Open                                    | 173    | 1,381   | 1,020   | 10     | 19    | 66     | 20     | ...   | 40                         | 169   |
| 51 |  | Timber trucks, including bolster trucks | 78     | 71      | 267     | ...    | ...   | ...    | ...    | ...   | ...                        | ...   |
| 52 |  | All other classes                       | 18     | 8       | 213     | ...    | ...   | ...    | ...    | ...   | ...                        | ...   |
| 53 |  | Total of all classes                    | 1,381  | 3,891   | 5,382   | 35     | 25    | 94     | 34     | ...   | 148                        | 210   |
| 54 | Number of all classes per mile of line open                |   | 8.88   | 2.97    | 3.20    | 0.50   | 0.96  | 1.21   | 1.79   | 1.54  | 8.15                       | 1.59  |
| 55 | Average mileage run by each per annum                      |   | 9,218  | 11,858  | 11,808  | 13,734 | ...   | 1,928  | ...    | ...   | ...                        | ...   |
| 56 | Average mileage run by each per annum                      |   | 25     | 32      | 32      | 28     | ...   | 5      | ...    | 15    | ...                        | ...   |
| 57 | Average tare in tons                                       | Covered wagons                          | 4.13   | 4.44    | 4.02    | 4.02   | ...   | 5.90   | ...    | ...   | ...                        | ...   |
| 58 |  | Open                                    | 3.57   | 3.79    | 3.27    | 3.22   | ...   | 4.19   | ...    | 1.93  | ...                        | ...   |
| 59 | Average carrying capacity in tons                          | Covered wagons                          | 18.79  | 7.94    | 7.95    | 7.40   | ...   | 14.10  | ...    | ...   | ...                        | ...   |
| 60 |  | Open                                    | 10.60  | 7.43    | 6.95    | 6.29   | ...   | 15.90  | ...    | 3.88  | ...                        | ...   |
| 61 | Average load of goods vehicle, loaded and empty, per mile  |   | 4.42   | 3.68    | 3.71    | 2.50   | ...   | 7.50   | ...    | 0.42  | ...                        | ...   |
| 62 | Freight ton-mileage per vehicle, in thousands of tons      |   | 27     | 45      | 42      | 33     | ...   | ...    | ...    | 128   | ...                        | ...   |
| 63 | Average under repairs or renewals at any one time          |   | 32     | 216     | 182     | 1      | ...   | ...    | ...    | 1     | 14                         | ...   |
| 64 | Total value, in thousands of rupees                        |   | 34.96  | ...     | 1,12.47 | 1.77   | 1.54  | ...    | 1.86   | 12    | ...                        | 1.48  |
| 65 | Total value per mile of line open                          |   | 9.767  | ...     | 6.510   | 2.500  | 5.938 | ...    | 1.030  | 1.002 | ...                        | 1.121 |
| 66 | Grand total value of rolling-stock, in thousands of rupees |   | 47.45  | 1,69.29 | 1,69.81 | 2.73   | 2.31  | 9.83   | 2.56   | 40    | Included with E.B.S. gauge | 4.21  |
| 67 | Grand total value of rolling-stock per mile of line open   |   | 13.966 | 13.448  | 9.833   | 4.060  | 8.883 | 12.603 | 14.223 | 3.883 | ...                        | 8.189 |

## DIX 23—concluded.

work done by Rolling-stock.

| 2' 6"               |       |                     |                  |             |        |          |             |       |       | 2' 0"  |       |        |       |       |    | Progressive No. |
|---------------------|-------|---------------------|------------------|-------------|--------|----------|-------------|-------|-------|--------|-------|--------|-------|-------|----|-----------------|
| 1 (b) & (c).        | 30    | 9 (h) & (i).        | 6 (g) & (h).     | 19          | 1 (c). | 1 (d).   | 20 (c).     | 32    | 33    | 9 (j). | 35    | 5 (g). | 36    | 37    | 38 |                 |
| J. G. E.<br>& R. D. | K. S. | K. K. T.<br>& N. D. | M. D. &<br>T. K. | M. B.<br>W. | M. B.  | P. L. L. | P. W.<br>L. | B. P. | T. B. | D. L.  | D. H. | G. L.  | H. A. | H. S. | J. |                 |

## ENGINES.

(In the table below except where separately shown, the Passenger engines are included with Goods and Mixed engines.)

|        |        |        |        |       |       |       |        |        |      |      |        |        |        |       |      |     |    |
|--------|--------|--------|--------|-------|-------|-------|--------|--------|------|------|--------|--------|--------|-------|------|-----|----|
| ...    | ...    | ...    | ...    | 5     | ...   | ...   | ...    | ...    | ...  | ...  | ...    | ...    | ...    | ...   | ...  | ... | 1  |
| 6      | ...    | ...    | ...    | -1    | ...   | ...   | ...    | ...    | ...  | ...  | ...    | ...    | ...    | ...   | ...  | ... | 2  |
| 19     | 24     | 30     | 3      | 4     | ...   | ...   | ...    | ...    | ...  | ...  | ...    | ...    | ...    | ...   | ...  | ... | 3  |
| 4      | ...    | ...    | 3      | 1     | 3     | 3     | 5      | 4      | 3    | 7    | 18     | 15     | 7      | 4     | 7    | 4   | 4  |
| 23     | 24     | 30     | 6      | ...   | 3     | 3     | 5      | 5      | 3    | 7    | 17     | 15     | 11     | ...   | ...  | ... | 5  |
| 29     | 24     | 30     | 6      | 5     | 3     | 3     | 5      | 5      | 3    | 7    | 17     | 15     | 11     | 4     | 7    | 7   | 6  |
| 0-10   | 0-40   | 0-23   | 0-14   | 0-24  | 0-09  | 0-12  | 0-13   | 0-15   | 0-15 | 1-13 | 0-33   | 0-08   | 0-30   | 0-20  | 0-22 | ... | 7  |
| ...    | ...    | ...    | ...    | 5,189 | ...   | ...   | ...    | ...    | ...  | ...  | ...    | ...    | ...    | ...   | ...  | ... | 8  |
| 1,5342 | 6,797  | 10,515 | 16,700 | 7,330 | 9,256 | 6,652 | 13,123 | 19,782 | ...  | ...  | 18,723 | 10,510 | 16,744 | 8,908 | ...  | ... | 9  |
| ...    | ...    | ...    | ...    | 14    | ...   | ...   | ...    | ...    | ...  | ...  | ...    | ...    | ...    | ...   | ...  | ... | 10 |
| ...    | ...    | ...    | ...    | 20    | ...   | ...   | ...    | ...    | ...  | ...  | ...    | ...    | ...    | ...   | ...  | ... | 11 |
| 42     | 19     | 45     | 47     | 10    | 25    | 18    | 36     | 54     | ...  | ...  | 39     | 29     | 38     | 24    | ...  | ... | 12 |
| 2,368  | 514    | 791    | ...    | ...   | 659   | 433   | ...    | ...    | ...  | ...  | ...    | ...    | ...    | ...   | ...  | ... | 13 |
| 1      | 5      | ...    | ...    | 1     | ...   | 1     | 1      | 1      | ...  | 1    | ...    | 2      | ...    | ...   | ...  | ... | 14 |
| ...    | 6,78   | 7,08   | 2,04   | 94    | 60    | 76    | ...    | 88     | ...  | ...  | 3,09   | ...    | 2,63   | 05    | ...  | ... | 15 |
| ..     | 11,366 | 5,364  | 4,652  | 4,569 | 2,128 | 3,081 | ...    | 2,640  | ...  | ...  | 0,058  | ...    | 7,107  | 2,250 | ...  | ... | 16 |
| ...    | ...    | ...    | ...    | ...   | ...   | ...   | ...    | ...    | ...  | ...  | ...    | ...    | ...    | ...   | ...  | ... | 17 |
| ...    | ...    | ...    | ...    | ...   | ...   | ...   | ...    | ...    | ...  | ...  | ...    | ...    | ...    | ...   | ...  | ... | 18 |

## COACHING STOCK.

(In the table below where the value of coaching stock is not shown it is included with that of Goods.)

|        |       |        |        |       |        |        |      |       |      |     |      |      |      |      |      |    |
|--------|-------|--------|--------|-------|--------|--------|------|-------|------|-----|------|------|------|------|------|----|
| 56     | 78    | 80     | 11     | 53    | ?      | 8      | 18   | 25    | 14   | 9   | 97   | 63   | 66   | 20   | 23   | 19 |
| 20     | 14    | ...    | 10     | ...   | ...    | ...    | ...  | ...   | 1    | ... | 2    | 10   | 12   | ...  | ...  | 20 |
| 76     | 92    | 80     | 21     | 53    | 9      | 8      | 18   | 25    | 15   | ... | 99   | 73   | 78   | 20   | 22   | 21 |
| 0-02   | 0-35  | 0-05   | 0-05   | 0-34  | 0-06   | 0-04   | 0-05 | 0-07  | 0-15 | ... | 0-48 | ...  | ...  | ...  | ...  | 22 |
| 0-01   | 0-25  | 0-03   | 0-04   | 0-39  | 0-04   | 0-02   | 0-05 | 0-04  | ...  | ... | 0-54 | ...  | ...  | ...  | ...  | 23 |
| ...    | ...   | 0-02   | ...    | ...   | 0-02   | ...    | ...  | 0-08  | ...  | ... | ...  | ...  | ...  | ...  | ...  | 24 |
| 0-19   | 0-64  | 0-30   | 0-23   | 1-45  | 0-10   | 0-14   | 0-33 | 0-45  | 0-45 | ... | 0-80 | ...  | ...  | ...  | ...  | 25 |
| 0-03   | 0-30  | 0-20   | 0-16   | 0-38  | 0-06   | 0-13   | 0-03 | 0-11  | 0-15 | ... | 0-03 | ...  | ...  | ...  | ...  | 26 |
| 0-25   | 1-35  | 0-60   | 0-48   | 2-56  | 0-28   | 0-33   | 0-46 | 0-75  | 0-75 | ... | 1-00 | 0-40 | 2-11 | 1-00 | 0-25 | 27 |
| 16,872 | 3,710 | 11,034 | 20,947 | ...   | 11,397 | 8,566  | ...  | ...   | ...  | ... | ...  | ...  | ...  | ...  | ...  | 28 |
| 23,121 | 5,206 | 18,969 | 20,916 | ...   | ...    | 4,441  | ...  | ...   | ...  | ... | ...  | ...  | ...  | ...  | ...  | 29 |
| 35,594 | ...   | ...    | ...    | ...   | 17,003 | ...    | ...  | ...   | ...  | ... | ...  | ...  | ...  | ...  | ...  | 30 |
| 28,538 | 8,002 | 27,818 | 21,647 | ...   | 23,515 | 16,094 | ...  | ...   | ...  | ... | ...  | ...  | ...  | ...  | ...  | 31 |
| 29,021 | 8,485 | 22,814 | 9,065  | ...   | 11,716 | 6,202  | ...  | ...   | ...  | ... | ...  | ...  | ...  | ...  | ...  | 32 |
| 27,788 | 6,086 | 24,538 | 17,329 | ...   | 15,526 | 10,129 | ...  | ...   | ...  | ... | ...  | ...  | ...  | ...  | ...  | 33 |
| 76     | 18    | 47     | ...    | ...   | 43     | 28     | ...  | ...   | ...  | ... | ...  | ...  | ...  | ...  | ...  | 34 |
| 27     | 4     | 14     | 12     | ...   | 12     | ...    | ...  | ...   | ...  | ... | ...  | ...  | ...  | ...  | ...  | 35 |
| ...    | 4,42  | 1,85   | ...    | 8     | 1      | ...    | 2    | ...   | ...  | ... | ...  | ...  | ...  | ...  | ...  | 36 |
| ...    | 7,442 | 1,405  | ...    | 1,40  | ...    | 31     | ...  | 70    | ...  | ... | ...  | ...  | ...  | ...  | ...  | 37 |
| ...    | ...   | ...    | ...    | 6,783 | ...    | 1,245  | ...  | 2,092 | ...  | ... | ...  | ...  | ...  | ...  | ...  | 38 |

## GOODS STOCK.

|        |        |        |        |        |       |       |       |       |       |      |        |       |        |       |       |    |
|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|------|--------|-------|--------|-------|-------|----|
| 170    | 80     | 84     | 12     | 20     | 4     | 2     | 58    | 20    | 30    | ...  | 44     | 80    | 14     | 4     | 42    | 39 |
| 105    | 60     | 336    | 12     | 47     | 8     | 14    | ...   | 21    | 18    | ...  | 179    | 55    | 8      | 4     | 29    | 40 |
| 28     | ...    | ...    | ...    | ...    | ...   | ...   | ...   | ...   | ...   | ...  | 6      | ...   | ...    | ...   | ...   | 41 |
| 3      | ...    | 11     | ...    | ...    | ...   | ...   | ...   | ...   | ...   | ...  | 19     | 101   | ...    | ...   | ...   | 42 |
| 300    | 140    | 431    | 24     | 68     | 12    | 16    | 11    | ...   | 41    | 50   | 326    | 248   | 236    | 8     | 5     | 43 |
| ...    | ...    | ...    | ...    | ...    | ...   | ...   | ...   | ...   | ...   | ...  | 5      | ...   | ...    | ...   | 76    | 44 |
| 40     | ...    | ...    | ...    | ...    | ...   | ...   | ...   | ...   | ...   | ...  | 12     | ...   | ...    | ...   | ...   | 45 |
| ...    | ...    | ...    | ...    | ...    | ...   | ...   | ...   | ...   | ...   | ...  | ...    | ...   | ...    | ...   | ...   | 46 |
| 40     | 21     | ...    | 24     | ...    | ...   | ...   | ...   | ...   | ...   | ...  | ...    | ...   | ...    | ...   | ...   | 47 |
| ...    | ...    | ...    | ...    | ...    | ...   | ...   | ...   | ...   | ...   | ...  | ...    | ...   | ...    | ...   | ...   | 48 |
| 170    | 99     | 74     | 24     | 20     | 4     | 2     | 58    | 20    | 30    | ...  | 49     | 80    | 14     | 4     | 42    | 49 |
| 145    | 55     | 388    | 24     | 47     | 8     | 14    | ...   | 21    | 18    | ...  | 191    | 55    | 18     | 4     | 29    | 50 |
| 28     | 4      | ...    | ...    | ...    | ...   | ...   | ...   | ...   | ...   | ...  | 6      | ...   | ...    | ...   | ...   | 51 |
| 2      | ...    | 19     | ...    | 1      | ...   | ...   | 11    | ...   | 2     | ...  | 326    | 8     | 101    | ...   | 5     | 52 |
| 340    | 161    | 431    | 48     | 68     | 12    | 16    | 71    | 41    | 50    | 326  | 254    | 237   | 32     | 8     | 78    | 53 |
| 1-13   | 2-69   | 3-27   | 1-09   | 3-28   | 0-37  | 0-65  | 1-82  | 1-24  | 2-50  | 0-53 | 4-93   | 1-30  | 0-66   | 0-40  | 2-38  | 54 |
| 14,768 | 3,728  | 4,550  | 1,961  | ...    | 6,283 | 3,822 | ...   | ...   | ...   | ...  | ...    | ...   | ...    | ...   | ...   | 55 |
| 40     | 10     | 12     | 5      | ...    | ...   | 9     | ...   | ...   | ...   | ...  | ...    | ...   | ...    | ...   | ...   | 56 |
| 7-44   | 3-75   | 4-50   | 6-45   | 3-25   | 5-00  | 6-98  | 3-16  | 2-75  | ...   | ...  | ...    | 2-13  | 2-75   | 2-75  | ...   | 57 |
| 6-31   | 2-75   | 1-33   | 5-97   | 3-25   | 5-06  | 4-06  | ...   | 2-15  | ...   | ...  | ...    | 2-60  | 2-50   | 2-50  | ...   | 58 |
| 14-68  | 8-00   | 8-64   | 9-80   | 4-75   | 9-00  | 9-04  | 4-81  | 5-00  | 4-00  | ...  | ...    | 5-13  | 5-00   | 5-00  | ...   | 59 |
| 12-50  | 6-00   | 3-43   | 10-00  | 7-00   | 11-49 | 7-38  | ...   | 5-00  | 4-00  | ...  | ...    | 4-16  | 5-00   | 5-00  | ...   | 60 |
| 2-83   | 2-80   | ...    | ...    | ...    | 4-18  | 3-48  | ...   | ...   | ...   | ...  | ...    | ...   | ...    | ...   | ...   | 61 |
| 40     | 10     | 8      | 7      | ...    | 26    | 12    | ...   | ...   | ...   | ...  | ...    | ...   | ...    | ...   | ...   | 62 |
| ...    | ...    | 11     | ...    | 10     | ...   | ...   | ...   | ...   | ...   | ...  | ...    | ...   | ...    | ...   | ...   | 63 |
| ...    | ...    | 483    | 2-68   | 1-82   | ...   | 41    | ...   | 61    | ...   | ...  | 3,75   | ...   | 3,90   | 1-03  | ...   | 64 |
| ...    | ...    | 3,660  | 6,102  | 5,909  | 1,897 | 1,688 | ...   | 1,836 | ...   | ...  | 7,358  | ...   | 10,582 | 5,160 | ...   | 65 |
| 25,76  | 14,76  | 13,76  | 4,72   | 8,56   | 1,30  | 1,42  | ...   | 2,19  | 1,60  | ...  | 13,412 | 5,56  | 6,58   | 1,68  | 2,09  | 66 |
| 8,580  | 24,332 | 10,424 | 10,727 | 16,953 | 4,062 | 5,920 | 3,641 | 6,636 | 8,000 | ...  | ...    | 3,088 | 17,649 | 8,400 | 6,531 | 67 |

## APPENDIX 24.

Rolling-stock fitted with automatic brakes at the close of the calendar year 1906.

| NUMBER.    |            | Gauge.      | RAILWAY SYSTEM.<br>(Vide Appendix 38.)   | LOCOMOTIVES. |             |  | COACHING VEHICLES<br>INCLUDING ALL BRAKE-VANS. |        |             |  | GOODS VEHICLES, EXCLUDING<br>CRANES. |        |             |  |
|------------|------------|-------------|--|--------------|-------------|--|--|--------|-------------|--|--------------------------------------|--------|-------------|--|
| Main head. | Sub-head.  |             |  | Fitted.      | Not fitted. | Proportion per cent. of fitted to total. | Braked.  | Piped. | Not fitted. | Proportion per cent. of fitted to total. | Braked.                              | Piped. | Not fitted. | Proportion per cent. of fitted to total. |
| 1          | (a)        | 2 ft. 6 in. | Bengal-Nagpur . . . .  | 176          | 115         | 60.48                                    | 809  | 2      | 145         | 84.83                                    | 1,259                                | 574    | 5,788       | 24.05                                    |
| 2          | (a) to (f) |             | Bombay, Baroda and Central India . . . .   | 185          | 35          | 84.09                                    | 508  | 4      | 134         | 79.26                                    | 2                                    | 40     | 5,075       | 0.99                                     |
| 3          | (a)        |             | Eastern Bengal State . . . .   | 143          | 57          | 71.50                                    | 518  | 61     | 140         | 80.53                                    | ...                                  | 13     | 4,040       | 0.30                                     |
| 4          | ...        |             | East Indian . . . .  | 405          | 451         | 52.33                                    | 1,618  | 80     | 797         | 68.06                                    | 414                                  | 78     | 18,352      | 2.62                                     |
| 5          | (a) to (f) |             | Great Indian Peninsula . . . .   | 560          | 302         | 64.97                                    | 1,783  | 6      | 586         | 75.33                                    | ...                                  | 167    | 11,942      | 1.38                                     |
| 6          | (a) to (d) |             | Indian Midland . . . .   | 168          | 109         | 59.93                                    | 1,012  | 15     | 202         | 83.56                                    | 250                                  | 15     | 4,638       | 5.40                                     |
| 8          | (a) & (b)  |             | Madras . . . .   | ...          | 61          | ...                                      | 57   | 3      | 129         | 31.75                                    | ...                                  | ...    | 1,056       | ...                                      |
| 9          | (a) to (g) |             | Nizam's Guaranteed State . . . .   | 808          | 12          | 98.54                                    | 2,254  | 78     | 220         | 91.38                                    | 2,207                                | 117    | 10,478      | 18.16                                    |
| 10         | (a) & (b)  |             | North Western State . . . .  | 152          | 53          | 74.15                                    | 721  | 49     | 90          | 89.53                                    | 29                                   | 13     | 5,524       | 0.75                                     |
| 11         | ...        |             | Oudh and Rohilkhand State . . . .  | 78           | 9           | 89.65                                    | 251  | 4      | 11          | 95.86                                    | 305                                  | 7      | 1,089       | 15.59                                    |
| 12         | ...        |             | Assam-Bengal . . . .   | 96           | 175         | 35.42                                    | 470  | 2      | 656         | 41.84                                    | ...                                  | ...    | 6,302       | ...                                      |
| 13         | ...        |             | Bengal and North-Western . . . .   | ...          | 10          | ...                                      | ...  | 3      | 60          | 4.76                                     | ...                                  | ...    | 345         | ...                                      |
| 14         | ...        |             | Bengal Doonars . . . .   | ...          | 37          | ...                                      | ...  | ...    | 255         | ...                                      | ...                                  | ...    | 1,046       | ...                                      |
| 15         | ...        |             | Bhavnagar-Gondal-Junagad-<br>Porbandar . . . .                                     | 152          | 107         | 59.69                                    | 493  | 33     | 512         | 50.67                                    | 296                                  | 14     | 4,920       | 5.93                                     |
| 16         | ...        |             | Burma . . . .  | ...          | 2           | ...                                      | ...  | ...    | 12          | ...                                      | ...                                  | ...    | 10          | ...                                      |
| 17         | ...        |             | Deoghur . . . .  | ...          | 26          | ...                                      | ...  | ...    | 89          | ...                                      | ...                                  | ...    | 1,092       | ...                                      |
| 3          | (b) & (c)  |             | Dibrui-Sadiya . . . .  | 121          | 29          | 80.67                                    | 427  | 40     | 197         | 70.33                                    | ...                                  | 2      | 3,763       | 0.05                                     |
| 8          | (c)        |             | Eastern Bengal State . . . .   | ...          | 55          | ...                                      | 3  | ...    | 161         | 1.83                                     | ...                                  | ...    | 895         | ...                                      |
| 18         | ...        |             | Hyderabad-Godavari Valley . . . .  | ...          | 48          | ...                                      | ...  | 2      | 215         | 0.92                                     | ...                                  | ...    | 992         | ...                                      |
| 19         | ...        |             | Jodhpur-Bikaner . . . .  | ...          | 5           | ...                                      | ...  | 2      | 53          | 3.64                                     | ...                                  | ...    | 70          | ...                                      |
| 6          | (e) & (f)  |             | Morvi . . . .  | 6            | 12          | 33.33                                    | 12   | ...    | 45          | 21.05                                    | 22                                   | ...    | 149         | 12.87                                    |
| 2          | (g) to (m) |             | Nilgiri and Shoranur-Cochin . . . .  | 76           | 372         | 16.06                                    | 174  | 79     | 1,450       | 14.86                                    | ...                                  | ...    | 7,980       | ...                                      |
| 20         | (a) & (b)  |             | Rajputana-Malwa . . . .  | 18           | 30          | 37.50                                    | 51   | 14     | 162         | 28.63                                    | ...                                  | ...    | 1,371       | ...                                      |
| 21         | ...        |             | Rohilkhand and Kumaon . . . .  | 93           | 155         | 37.50                                    | 258  | 2      | 871         | 22.99                                    | ...                                  | ...    | 3,883       | ...                                      |
| 22         | ...        |             | South Indian . . . .   | 48           | 180         | 20.25                                    | 118  | 3      | 985         | 11.45                                    | ...                                  | ...    | 5,341       | ...                                      |
| 23         | ...        |             | Southern Mahratta . . . .  | ...          | 3           | ...                                      | ...  | ...    | 26          | ...                                      | ...                                  | ...    | 35          | ...                                      |
| 24         | ...        |             | Udaipur-Chitor . . . .   | ...          | 3           | ...                                      | ...  | ...    | 23          | ...                                      | ...                                  | ...    | 25          | ...                                      |
| 25         | ...        |             | Baraset-Basirhat Light . . . .   | 3            | 4           | 42.86                                    | 26   | ...    | 7           | 78.79                                    | 1                                    | ...    | 92          | 1.07                                     |
| 26         | ...        |             | Barai Light . . . .  | ...          | 3           | ...                                      | ...  | ...    | 19          | ...                                      | ...                                  | ...    | 34          | ...                                      |
| 3          | (d)        |             | Bukhtiar-pore-Bihar Light . . . .  | ...          | 15          | ...                                      | ...  | ...    | 63          | ...                                      | ...                                  | ...    | 280         | ...                                      |
| 27         | ...        |             | Cooch Behar including 2' 6" gauge branches of Eastern Bengal State Railway . . . . | ...          | 3           | ...                                      | ...  | ...    | 3           | ...                                      | ...                                  | ...    | 18          | ...                                      |
| 2          | (n) & (o)  |             | Cutch . . . .  | ...          | 11          | ...                                      | ...  | ...    | 51          | ...                                      | ...                                  | ...    | 210         | ...                                      |
| 1          | (b) to (c) |             | Gaekwar's Dabhoi and Rajpipla . . . .  | 22           | 13          | 62.86                                    | 54   | ...    | 39          | 58.06                                    | 265                                  | ...    | 103         | 72.01                                    |
| 30         | ...        |             | Jubbulpore-Gondia, Mourbhani, Parlakimedi Light and Rajpipla-Dhamtari . . . .      | 24           | ...         | 100.00                                   | 92   | ...    | ...         | 100.00                                   | 99                                   | 61     | ...         | 100.00                                   |
| 9          | (h) & (i)  |             | Kalka-Simla . . . .  | ...          | 30          | ...                                      | ...  | ...    | 80          | ...                                      | ...                                  | ...    | 431         | ...                                      |
| 6          | (o) & (h)  |             | Khushalnagar-Kohat-Thal and Nowshera Dargal . . . .                                | ...          | 6           | ...                                      | ...  | ...    | 21          | ...                                      | ...                                  | ...    | 48          | ...                                      |
| 19         | ...        |             | Morapur-Dharanipuri and Tirupattur-Krishnagiri . . . .                             | ...          | 5           | ...                                      | ...  | ...    | 53          | ...                                      | ...                                  | ...    | 68          | ...                                      |
| 20         | (c)        |             | Morvi . . . .  | ...          | 5           | ...                                      | ...  | ...    | 18          | ...                                      | ...                                  | ...    | 71          | ...                                      |
| 32         | ...        |             | Powayan Light . . . .  | ...          | 5           | ...                                      | ...  | ...    | 25          | ...                                      | ...                                  | ...    | 41          | ...                                      |
| 33         | ...        |             | Tarakeshwar-Magra Light . . . .  | ...          | 3           | ...                                      | ...  | ...    | 15          | ...                                      | ...                                  | ...    | 50          | ...                                      |
| 9          | (j)        |             | Tezporo-Balipara Light . . . .   | ...          | 7           | ...                                      | ...  | ...    | ...         | ...                                      | ...                                  | ...    | 326         | ...                                      |
| 35         | ...        |             | Dandot Light . . . .   | ...          | 17          | ...                                      | ...  | ...    | 99          | ...                                      | ...                                  | ...    | 254         | ...                                      |
| 5          | (p)        |             | Darjeeling-Himalayan . . . .   | ...          | 15          | ...                                      | ...  | ...    | 73          | ...                                      | ...                                  | ...    | 237         | ...                                      |
| 36         | ...        |             | Gwalior Light . . . .  | ...          | 11          | ...                                      | ...  | ...    | 78          | ...                                      | ...                                  | ...    | 82          | ...                                      |
| 37         | ...        |             | Howrah-Amra Light . . . .  | ...          | 4           | ...                                      | ...  | ...    | 20          | ...                                      | ...                                  | ...    | 8           | ...                                      |
| 38         | ...        |             | Howrah-Sheakhala Light . . . .   | ...          | 7           | ...                                      | ...  | ...    | 22          | ...                                      | ...                                  | ...    | 76          | ...                                      |
|            |            |             | Jorhat . . . .   | ...          | ...         | ...                                      | ...  | ...    | ...         | ...                                      | ...                                  | ...    | ...         | ...                                      |
|            |            |             | Total . . . .  | 3,419        | 2,626       | 56.56                                    | 11,709   | 482    | 8,862       | 87.91                                    | 5,149                                | 1,109  | 109,078     | 5.43                                     |

## APPENDIX 25.

*Rolling-stock lighted by gas and electricity at the close of the calendar year 1906.*

| NUMBER.       |            | Gauge.    | RAILWAY SYSTEM.<br>(Vide Appendix 38.)   | Number of coaching<br>vehicles fitted for light-<br>ing with |                   |        | Number<br>of<br>coaching<br>vehicles<br>not<br>fitted. | Pro-<br>portion<br>per<br>cent. of<br>fitted to<br>total. | REMARKS. |
|---------------|------------|-----------|--|--|-------------------|--------|--|---|----------|
| Main<br>head. | Sub-head.  |           |  | Gas.   | Elec-<br>tricity. | Total. |  |   |          |
| 1             | (a)        | 5' 6"     | Bengal-Nagpur . . . . .  | 755  | 2                 | 757    | 148  | 83.64   |          |
| 2             | (a) to (f) |           | Bombay, Baroda and Central India . . . . .   | 405  | 9                 | 414    | 7  | 98.34   |          |
| 3             | (a)        |           | Eastern Bengal State . . . . .   | 486  | 2                 | 488    | 224  | 68.54   |          |
| 4             | ...        |           | East Indian . . . . .  | 1,485  | 6                 | 1,491  | 192  | 88.59   |          |
| 5             | (a) to (f) |           | Great Indian Peninsula . . . . .   | 1,370  | 60                | 1,430  | 69   | 95.46   |          |
|               |            |           | Indian Midland . . . . .   |  |                   |        |  |   |          |
| 6             | (a) to (d) |           | Madras . . . . .   | 1,032  | ...               | 1,032  | 164  | 86.29   |          |
| 8             | (a) & (b)  |           | Nizam's Guaranteed State . . . . .   | 121  | ...               | 121    | 60   | 66.85   |          |
| 9             | (a) to (g) |           | North Western State . . . . .  | 2,002  | 3                 | 2,005  | 284  | 87.59   |          |
| 10            | (a) & (b)  |           | Oudh and Rohilkhand State . . . . .  | 688  | 7                 | 695    | 165  | 80.81   |          |
| 11            | ...        | 3' 3 1/2" | Assam-Bengal . . . . .   | 245  | ...               | 245    | ...  | 100.00  |          |
| 12            | ...        |           | Bengal and North-Western . . . . .   | ...  | 189               | 189    | 939  | 16.73   |          |
| 13            | ...        |           | Bengal Doonars . . . . .   | ...  | ...               | ...    | 63   | ...   |          |
| 14            | ...        |           | Bhavnagar-Gondal-Junagad-Portbandar . . . . .  | ...  | 23                | 23     | 232  | 9.02  |          |
| 15            | ...        |           | Burma . . . . .  | ...  | 26                | 26     | 944  | 2.68  |          |
| 16            | ...        |           | Deoghur . . . . .  | ...  | ...               | ...    | 12   | ...   |          |
| 17            | ...        |           | Dibru-Sadiya . . . . .   | ...  | ...               | ...    | 89   | ...   |          |
| 3             | (b) & (c)  |           | Eastern Bengal State . . . . .   | 478  | 1                 | 479    | 180  | 72.68   |          |
| 8             | (c)        |           | Hyderabad-Godavari Valley . . . . .  | 114  | ...               | 114    | 50   | 69.51   |          |
| 18            | ...        |           | Jodhpur-Bikaner . . . . .  | ...  | 112               | 112    | 90   | 53.08   |          |
| 19            | ...        | 2' 6"     | Morvi . . . . .  | ...  | ...               | ...    | 55   | ...   |          |
| 6             | (e) & (f)  |           | Nilgiri and Shoranur-Cochin . . . . .  | ...  | ...               | ...    | 57   | ...   |          |
| 2             | (g) to (m) |           | Rajputana-Malwa . . . . .  | ...  | 815               | 815    | 888  | 47.86   |          |
| 20            | (a) & (b)  |           | Rohilkhand and Kumaon . . . . .  | ...  | 58                | 58     | 169  | 25.55   |          |
| 21            | ...        |           | South Indian . . . . .   | ...  | 106               | 106    | 996  | 10.47   |          |
| 22            | ...        |           | Southern Mahratta . . . . .  | 971  | 1                 | 972    | 51   | 94.78   |          |
| 23            | ...        |           | Udaipur-Chitor . . . . .   | ...  | ...               | ...    | 26   | ...   |          |
| 24            | ...        |           | Barasat-Basirhat Light . . . . .   | ...  | ...               | ...    | 23   | ...   |          |
| 25            | ...        |           | Barsi Light . . . . .  | ...  | 23                | 23     | 7  | 76.7  |          |
| 26            | ...        |           | Dukhtiarporo-Bobar Light . . . . .   | ...  | ...               | ...    | 19   | ...   |          |
| 3             | (d)        | 2' 0"     | Cooch Behar including 2' 6" gauge branches of Eastern Bengal State Railway . . . . . | ...  | ...               | ...    | 63   | ...   |          |
| 27            | ...        |           | Cutch . . . . .  | ...  | ...               | ...    | 3  | ...   |          |
| 2             | (n) & (o)  |           | Gaekwar's Dabhoi and Rajpipla . . . . .  | ...  | ...               | ...    | 51   | ...   |          |
| 1             | (b) to (e) |           | Jubbulpore-Gondia, Mourbhaj, Parliakimedi Light and Raipur-Dhamtari . . . . .        | 52   | ...               | 52     | 29   | 57.14   |          |
| 30            | ...        |           | Kalka-Simla . . . . .  | ...  | 92                | 92     | ...  | 100.00  |          |
| 9             | (h) & (i)  |           | Khushalgerh-Kohat-Thal and Nowshera Durgai . . . . .                                 | ...  | ...               | ...    | 80   | ...   |          |
| 6             | (g) & (h)  |           | Morappur-Dharmapuri and Tirupattur-Krishnagiri . . . . .                             | ...  | ...               | ...    | 21   | ...   |          |
| 19            | ...        |           | Morvi . . . . .  | ...  | ...               | ...    | 53   | ...   |          |
| 20            | (c)        |           | Powayan Light . . . . .  | ...  | ...               | ...    | 18   | ...   |          |
| 32            | ...        |           | Tarakeswar-Magra Light . . . . .   | ...  | ...               | ...    | 25   | ...   |          |
| 33            | ...        |           | Tezporo-Balipara Light . . . . .   | ...  | ...               | ...    | 15   | ...   |          |
| 9             | (j)        | 2' 0"     | Dandot Light . . . . .   | ...  | ...               | ...    | ...  | ...   |          |
| 35            | ...        |           | Darjeeling-Himalayan . . . . .   | ...  | ...               | ...    | 99   | ...   |          |
| 7             | (q)        |           | Gwalior Light . . . . .  | ...  | ...               | ...    | 73   | ...   |          |
| 36            | ...        |           | Howrah-Amra Light . . . . .  | ...  | ...               | ...    | 78   | ...   |          |
| 37            | ...        |           | Howrah-Sheakhala Light . . . . .   | ...  | ...               | ...    | 20   | ...   |          |
| 38            | ...        |           | Jorhat . . . . .   | ...  | ...               | ...    | 22   | ...   |          |
| TOTAL         |            |           |  | 10,204   | 1,538             | 11,742 | 6,784  | 68.88   |          |

## APPENDIX 25-A.

Statement showing the number of trains provided with means of communication throughout between passengers and guards and drivers on the 31st December 1906.

| NUMBER.    |               | Gauge. | RAILWAY SYSTEM<br>(vide Appendix 38). | Particulars.   | Mail. | Passen-<br>gers. | Mixed. | Total. | REMARKS.   |
|------------|---------------|--------|---------------------------------------|--|-------|------------------|--------|--------|--|
| Main head. | Sub-head.     |        |                                       |  |       |                  |        |        |  |
| 3          | (a)           | 5' 6"  | Eastern Bengal State                  | Total number of trains run ... ..                    | 8     | 80               | 55     | 143    | Vacuum brake<br>alarm com-<br>munication.              |
|            |               |        |                                       | Total number of trains fitted with communication ... | 8     | 39               | 5      | 52     |  |
| 5          | (a) to<br>(f) | 5' 6"  | Great Indian Peninsula                | Total number of trains run ... ..                    | 12    | 39               | 73     | 124    | Chain Pass;<br>communica-<br>tion, English<br>pattern. |
|            |               |        |                                       | Total number of trains fitted with communication ..  | 1     | ...              | ...    | 1      |  |
| 3          | (b) & (c)     | 3' 3½" | Eastern Bengal State                  | Total number of trains run ... ..                    | 4     | 7                | 51     | 62     | Vacuum brake<br>alarm com-<br>munication.              |
|            |               |        |                                       | Total number of trains fitted with communication ..  | 4     | 3                | ...    | 7      |  |
| 2          | (g) to (m)    | 3' 3½" | Rajputana-Malwa ...                   | Total number of trains run ... ..                    | 8     | 13               | 55     | 76     | Electric com-<br>munication.                           |
|            |               |        |                                       | Total number of trains fitted with communication ..  | 6     | 5                | ...    | 11     |  |
| 21         | ...           | 3' 3½" | South Indian ...                      | Total number of trains run .. ...                    | 8     | 30               | 74     | 112    |  |
|            |               |        |                                       | Total number of trains fitted with communication...  | 4     | ..               | ...    | 4      |  |

## APPENDIX 25-B.

Statement showing the number of carriages provided with means of communication between passengers and guards and drivers on the 31st December 1906.

| NUMBER.    |            | Gauge.          | RAILWAY SYSTEM<br>(vide Appendix 38.)                | Particulars.   | 1st. | 2nd. | Inter. | 3rd. | All other car-<br>riages including<br>composites. | TOTAL.                  | REMARKS.   |
|------------|------------|-----------------|--|--|------|------|--------|------|---|-------------------------|--|
| Main head. | Sub-head.  |                 |  |  |      |      |        |      |   |                         |  |
| 1          | (a)        | 5' 6"           | Bengal-Nagpur  | Total number of carriages ...                        | 26   | 29   | 26     | 309  | 476   | 956                     | Edward King's patent stop train alarm signals.   |
|            |            |                 |  | Total number of carriages fitted with communication. | 1    | ...  | ...    | ...  | 1   | 2                       |  |
| 2          | (a) to (f) |                 | Bombay, Baroda and Central India.                    | Total number of carriages ...                        | 3    | 33   | 17     | 299  | 294   | 645                     | English chain system in connection with automatic vacuum brake.  |
|            |            |                 |  | Total number of carriages fitted with communication. | 20   | 9    | ...    | ...  | 19  | 48                      |  |
| 3          | (a)        |                 | Eastern Bengal State.                                | Total number of carriages ...                        | 15   | 16   | 45     | 224  | 419   | 719                     | Vacuum automatic brake alarm communication. Fourteen carriages have been provided with Edward King's stop train alarm signals. |
|            |            |                 |  | Total number of carriages fitted with communication. | 9    | 9    | 16     | 58   | 78  | 170                     | Bamber's patent alarm apparatus.   |
| 4          | ...        |                 | East Indian  | Total number of carriages ...                        | 89   | 77   | 88     | 971  | 1,270   | 2,495                   | Bamber's patent alarm apparatus.   |
|            |            |                 |  | Total number of carriages fitted with communication. | 26   | 39   | ...    | ...  | 85  | 150                     | ...  |
| 5          | (a) to (f) |                 | Great Indian Peninsula.                              | Total number of carriages ...                        | 98   | 145  | ...    | 872  | 1,260   | 2,375                   | Chain Pass: communication, English pattern.  |
|            |            |                 |  | Total number of carriages fitted with communication. | 21   | ...  | ...    | 6    | 21  | 48                      |  |
| 6          | (a) to (d) |                 | Madras   | Total number of carriages ...                        | 38   | 79   | 4      | 558  | 550   | 1,229                   | Automatic vacuum brake communication.  |
|            |            |                 |  | Total number of carriages fitted with communication. | 1    | ...  | ...    | ...  | ...   | 1                       |  |
| 9          | (a) to (g) |                 | North Western State.                                 | Total number of carriages ...                        | 82   | 91   | 133    | 972  | 1,274   | 2,552                   | Vacuum brake communication, King's device.   |
|            |            |                 |  | Total number of carriages fitted with communication. | 64   | ...  | 5      | 15   | 136   | 220                     |  |
| 10         | (a) & (b)  |                 | Oudh and Rohilkhand State.                           | Total number of carriages ...                        | 40   | 33   | 39     | 323  | 425   | 800                     | Vacuum brake system.   |
|            |            |                 |  | Total number of carriages fitted with communication. | 12   | 20   | ...    | 26   | 72  | 130                     |  |
| 2          | (b) & (c)  |                 | Eastern Bengal State.                                | Total number of carriages ...                        | 18   | 19   | 47     | 278  | 302   | 664                     | Vacuum automatic brake alarm communication. Four carriages have been provided with Edward King's stop train alarm signals.     |
|            |            |                 |  | Total number of carriages fitted with communication. | 12   | 13   | 13     | 62   | 45  | 145                     | Electric communication.  |
| 18         | ...        | 3' 3 1/2"       | Jodhpur-Bikaner                                      | Total number of carriages ...                        | 7    | 6    | 17     | 94   | 93  | 217                     | Electric communication.  |
|            |            |                 |  | Total number of carriages fitted with communication. | 7    | 6    | 17     | 94   | 93  | 217                     |  |
| 2          | (g) to (m) | Rajputana-Malwa | Total number of carriages ...                        | 108  | 87   | 51   | 859    | 598  | 1,708   | Electric communication. |  |
|            |            |                 | Total number of carriages fitted with communication. | 108  | 40   | 45   | 483    | 300  | 976   |                         |  |
|            |            |                 | Total number of carriages ...                        | 15   | 28   | ...  | 672    | 416  | 1,131   |                         |  |

## APPENDIX 26.

*Railways on which points and signals were interlocked and on which block instruments were used for train signalling at the close of the calendar year 1906.*

| NUMBERS.   |            | Gauge.    | RAILWAY SYSTEM.<br>(Vide Appendix 28.)  | Total number of stations on railway. | STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED. |   | STATIONS AT WHICH BLOCK INSTRUMENTS WERE USED FOR TRAIN SIGNALLING. |   |
|------------|------------|-----------|---|--------------------------------------|--|---|---|---|
| Main head. | Sub-head.  |           |   |                                      | No.  | Name of system of interlocking.   | No.   | Name of block instrument.   |
| 1          | (a)        | 5' 6"     | Bengal-Nagpur . . . . .   | 240                                  | 101  | 81 List and Morse's .<br>20 Experimental .  | 16  | 2 Webb and Thomson's.<br>2 Dutton's.<br>13 Theobald's Train Key.  |
| 2          | (a) to (f) |           | Bombay, Baroda and Central India . . . . .                                    | 138                                  | 33   | 25 Mackenzie and Holland's.<br>8 Experimental .   | 85  | 59 Procoe's single wire semaphores. Does not give out a token or tablet.<br>26 Experimental.  |
| 3          | (a)        |           | Eastern Bengal State . . . . .  | 129                                  | 35   | 24 Ordinary double line interlocking.<br>11 Experimental .  | 22  | Pryce and Ferreira's. Token not necessary.<br>76 Pryce and Ferreira's. Token not necessary.   |
| 4          | ...        |           | East Indian . . . . .   | 414                                  | 217  | 110 English system .<br>106 Dutton's .  | 255   | 76 Neal's Patent Voucher.<br>37 Tye's Tablet.<br>58 East Indian Railway double line block instrument.<br>8 East Indian Railway tablet.<br>206 Procoe's. Does not give out a token or tablet. At some of these stations two kinds of instruments are used. |
| 5          | (a) & (b)  |           | Great Indian Peninsula . . . . .  | 264                                  | 68   | 1 Experimental .<br>47 English system .<br>18 List and Morse's .  | 264   | 3 Experimental .<br>11 Wrensch's .<br>5 English system .<br>1 Experimental .  |
| 5          | (c) to (f) |           | Indian Midland . . . . .  | 143                                  | 17   | 37 List and Morse's .   | 46  | *85 Neal's.<br>Procoe's. Does not give out a token or tablet.   |
| 6          | (a) to (d) |           | Madras . . . . .  | 318                                  | 61   | 24 Experimental .<br>1 List and Morse's .<br>1 Dutton's .   | 220   | 84 Winter's Block with starting semaphores. Does not give out a token or tablet.<br>16 Winter's Block without starting semaphores. Does not give out a token or tablet.<br>120 Theobald's Train Key.  |
| 8          | (a) & (b)  |           | Nizam's Guaranteed State . . . . .  | 45                                   | 2  | 293 List and Morse's .<br>37 Tye's Tablet .<br>20 Key locking .<br>3 Experimental .<br>103 List and Morse's . | ...   | 11 Tye's Tablet.<br>26 Tye's double line block instruments.   |
| 9          | (a) to (g) |           | North Western State . . . . .   | 623                                  | 353  | 13 Experimental .   | 37  | 2 Experimental.   |
| 10         | ...        |           | Oudh and Rohilkhand State . . . . .   | 191                                  | 116  | ...   | 2   | ...   |
| 11         | ...        |           | Assam-Bengal . . . . .  | 126                                  | ...  | ...   | ...   | ...   |
| 12         | ...        |           | Bengal and North-Western . . . . .  | 287                                  | ...  | ...   | ...   | ...   |
| 13         | ...        |           | Bengal Dooms . . . . .  | 29                                   | ...  | ...   | ...   | ...   |
| 14         | ...        |           | Bhavnagar-Gondal-Junagadh-Portbandar . . . . .                                | 64                                   | 2  | 12 List and Morse's .   | ...   | 7 Sykes'.<br>2 Tye's Tablet.<br>2 Neal's.<br>2 Theobald's Train Key.  |
| 15         | ...        |           | Burma . . . . .   | 236                                  | 24   | 12 Experimental .   | 13  | ...   |
| 16         | ...        |           | Doochur . . . . .   | 1                                    | ...  | ...   | ...   | ...   |
| 17         | ...        |           | Dibru-Sadiya . . . . .  | 18                                   | ...  | ...   | ...   | ...   |
| 3          | (b) to (d) |           | Eastern Bengal State . . . . .  | 145                                  | 21   | 20 List and Morse's .   | 20  | Tye's Tablets.  |
| 8          | (c)        |           | Hyderabad-Godavari Valley . . . . .   | 47                                   | 42   | 1 Experimental .<br>List and Morse's .  | ...   | ...   |
| 18         | ...        |           | Jodhpur-Bikaner . . . . .   | 85                                   | ...  | ...   | ...   | ...   |
| 19         | ...        |           | Morvi . . . . .   | 8                                    | ...  | ...   | ...   | ...   |
| 6          | (e) & (f)  | 3' 3 3/4" | Nilgiri and Shoranur-Cochin . . . . .   | 32                                   | 1  | Experimental .  | 12  | 6 Winter's Block with starting semaphores. Does not give out a token or tablet.<br>6 Theobald's Train Key.<br>42 Tye's Tablet.  |
| 2          | (g) to (m) |           | Rajputana-Malwa . . . . .   | 295                                  | 101  | 87 Sydney Jones' .  | 45  | 3 Experimental.   |
| 20         | (a) & (b)  |           | Rohilkund and Kumaon . . . . .  | 61                                   | 4  | 14 Experimental .<br>Experimental .   | ...   | 24 Winter's Block and Ticket issuing.<br>1 Experimental.<br>96 Winter's. Does not give out a token or tablet.<br>6 Roberts' Key Staff.<br>4 Theobald's Train Key.   |
| 21         | ...        |           | South Indian . . . . .  | 243                                  | 35   | 25 List and Morse's .<br>7 Dutton's .<br>3 Experimental .   | 25  | ...   |
| 22         | ...        |           | Southern Mahratta . . . . .   | 244                                  | 1  | Experimental .  | 106   | ...   |
| 23         | ...        |           | Udaipur-Chitor . . . . .  | 7                                    | ...  | ...   | ...   | ...   |
| 24         | ...        |           | Baraset-Basichat Light . . . . .  | 11                                   | ...  | ...   | ...   | ...   |
| 25         | ...        |           | Barai Light . . . . .   | 15                                   | ...  | ...   | ...   | ...   |
| 26         | ...        |           | Bukhtiar-pore-Bihar Light . . . . .   | 7                                    | ...  | ...   | ...   | ...   |
| 27         | ...        |           | Cutch . . . . .   | 2                                    | ...  | ...   | ...   | ...   |
| 2          | (n) & (o)  | 2' 6"     | Gadkwar's Dabhoi and Rajpura . . . . .  | 32                                   | 1  | Country made .  | ...   | ...   |
| 3          | (b) to (e) |           | Jubbulpore-Gondia, Mourbhaj, Parliakimedi Light and Rajpur-Dhamtari . . . . . | 54                                   | ...  | ...   | ...   | ...   |
| 9          | (A) & (i)  |           | Khushalgarh-Kohat-Thal and Nowshera-Durgai . . . . .                          | 21                                   | ...  | ...   | ...   | ...   |
| 30         | ...        |           | Kalka-Simla . . . . .   | 21                                   | ...  | ...   | ...   | ...   |
| 6          | (g) & (h)  |           | Morappur-Dharmapuri and Tirupattur-Krishnagiri . . . . .                      | 10                                   | ...  | ...   | ...   | ...   |
| 19         | ...        |           | Morvi . . . . .   | 2                                    | ...  | ...   | ...   | ...   |
| 20         | (c)        |           | Powayan Light . . . . .   | 8                                    | ...  | ...   | ...   | ...   |
| 22         | ...        |           | Tarakeshwar-Magra Light . . . . .   | 16                                   | ...  | ...   | ...   | ...   |
| 23         | ...        |           | Tatapore-Balipara Light . . . . .   | 8                                    | ...  | ...   | ...   | ...   |
| 25         | ...        |           | Darjeeling-Himalayan . . . . .  | 11                                   | ...  | ...   | ...   | ...   |
| 5          | (g)        | 2' 0"     | Gwalior Light . . . . .   | 23                                   | ...  | ...   | ...   | ...   |
| 26         | ...        |           | Howrah-Amra Light . . . . .   | 18                                   | ...  | ...   | ...   | ...   |
| 27         | ...        |           | Howrah-Sheekhah Light . . . . .   | 12                                   | ...  | ...   | ...   | ...   |
| 28         | ...        |           | Jorhat . . . . .  | 8                                    | ...  | ...   | ...   | ...   |
| Total      |            |           |   | 4,717                                | 1,235  | ...   | 1,168   | ...   |

## APPENDIX 27.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1902 to 1906.

| Number. | Ry. system, vide App. 88. | Calendar year.                         | SOURCES OF SUPPLY.   |  |  | DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. |                     |                     |                   |                     |                     |                   |                     |                     | CONSUMPTION IN LBS.   |                  |                              |                            |    | REMARKS. |
|---------|---------------------------|--|--|--|--|---|---------------------|---------------------|-------------------|---------------------|---------------------|-------------------|---------------------|---------------------|---|------------------|------------------------------|----------------------------|----|----------|
|         |                           |  | NAME.<br>(The name of the sources of supply is for coal only. Wood was supplied from various sources.) | AVERAGE DISTANCE CARRIED IN MILES.<br>(The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) |  | FOREIGN COAL.   |                     |                     | INDIAN COAL.      |                     |                     | WOOD.             |                     |                     | (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.) |                  |                              |                            |    |          |
|         |                           |  |  |  |  | Quantity in tons.   | Cost per ton.       |                     | Quantity in tons. | Cost per ton.       |                     | Quantity in tons. | Cost per ton.       |                     | Per train mile.   | Per engine mile. | Per 1,000 freight ton miles. | Per 1,000 gross ton miles. |    |          |
|         |                           |  |  |  |  |   | In-cluding freight. | Ex-cluding freight. |                   | In-cluding freight. | Ex-cluding freight. |                   | In-cluding freight. | Ex-cluding freight. |   |                  |                              |                            |    |          |
| 1       | 2                         | 3                                      | 4  | 5  | 6  | 7   | 8                   | 9                   | 10                | 11                  | 12                  | 13                | 14                  | 15                  | 16  | 17               | 18                           | 19                         | 20 |          |
|         |                           |  |  |  |  |   | Rs.                 | Rs.                 |                   | Rs.                 | Rs.                 |                   | Rs.                 | Rs.                 |   |                  |                              |                            |    |          |
|         | D. C.                     | { 1902<br>1903<br>1904<br>1905         | Bengal   | { 162<br>162<br>162  | ...  | ...   | ...                 | ...                 | 8,466             | 6-27                | 3-00                | ...               | ...                 | ...                 | 51-47   | 41-24            | 1,368-09                     | 201-02                     |    |          |
|         |                           |  |  |  | Amalgamated with the Eastern Bengal State railway. |   |                     |                     | 10,623            | 6-00                | 3-00                | ...               | ...                 | ...                 | 51-10   | 41-10            | 1,278-70                     | 256-18                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 9,789             | 5-67                | 3-00                | ...               | ...                 | ...                 | 51-24   | 40-35            | 1,113-51                     | 186-82                     |    |          |
| 1 a)    | B. N.                     | { 1902<br>1903<br>1904<br>1905<br>1906 | Bengal and Umari   | { 321<br>283<br>238<br>219<br>227  | ...  | ...   | ...                 | ...                 | 113,180           | 4-29                | 2-48                | 103               | 5-60                | 5-60                | 59-81   | 53-37            | 759-43                       | 178-58                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 134,066           | 3-71                | 2-43                | 206               | 4-20                | ...                 | 65-95   | 57-88            | 775-46                       | 190-42                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 148,725           | 5-52                | 2-58                | 219               | ...                 | ...                 | 67-95   | 58-65            | 754-68                       | 200-80                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 177,960           | 5-16                | 2-34                | 237               | ...                 | ...                 | 71-81   | 61-15            | 648-19                       | 198-34                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 199,707           | 5-40                | 2-43                | 163               | ...                 | ...                 | 73-55   | 61-09            | 624-02                       | 192-53                     |    |          |
| 1 b)    | J. G. E.                  | { 1903<br>1904<br>1905<br>1906         | Bengal   | { 603<br>617<br>620<br>451   | ...  | ...   | ...                 | ...                 | 191               | 7-64                | 2-12                | ...               | ...                 | ...                 | 64-85   | 60-52            | 1,135-88                     | 393-30                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 3,165             | 10-31               | 2-46                | ...               | ...                 | ...                 | 50-20   | 47-63            | 1,178-58                     | 344-98                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 5,796             | 10-18               | 2-8                 | ...               | ...                 | ...                 | 54-31   | 45-53            | 984-05                       | 300-75                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 9,329             | 7-11                | 2-43                | ...               | ...                 | ...                 | 66-15   | 51-83            | 1,422-65                     | 380-13                     |    |          |
| 1 c)    | M. B.                     | { 1905<br>1906                         | Bengal   | { 188<br>188   | ...  | ...   | ...                 | ...                 | 417               | 4-69                | 2-28                | ...               | ...                 | ...                 | 24-01   | 23-63            | 1,275-94                     | 440-95                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 347               | 4-84                | 2-43                | ...               | ...                 | ...                 | 32-97   | 27-99            | 1,852-78                     | 396-27                     |    |          |
| 1 d)    | P. L. L.                  | { 1902<br>1903<br>1904<br>1905<br>1906 | Bengal   | { 603<br>567<br>495<br>495<br>495  | ...  | ...   | ...                 | ...                 | 350               | 7-06                | 2-37                | ...               | ...                 | ...                 | 41-56   | 39-06            | 5,545-54                     | 664-51                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 362               | 7-40                | 2-12                | ...               | ...                 | ...                 | 44-43   | 42-06            | 5,545-54                     | 664-51                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 361               | 8-70                | 3-46                | ...               | ...                 | ...                 | 44-19   | 42-38            | 3,873-00                     | 627-00                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 354               | 8-52                | 2-28                | ...               | ...                 | ...                 | 43-74   | 40-30            | 2,685-67                     | 512-19                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 296               | 8-67                | 2-43                | ...               | ...                 | ...                 | 35-56   | 33-22            | 2,375-43                     | 510-78                     |    |          |
| 1 e)    | R. D.                     | { 1908<br>1909<br>1904<br>1905<br>1906 | Bengal   | { 480<br>463<br>463<br>442<br>442  | ...  | ...   | ...                 | ...                 | 554               | 6-41                | 2-27                | ...               | ...                 | ...                 | 23-31   | 22-75            | 1,967-15                     | 378-98                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 683               | 6-07                | 2-12                | ...               | ...                 | ...                 | 26-61   | 26-35            | 1,486-37                     | 437-75                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 785               | 8-12                | 2-46                | ...               | ...                 | ...                 | 29-43   | 29-08            | 1,168-36                     | 403-00                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 856               | 7-95                | 2-24                | ...               | ...                 | ...                 | 30-89   | 30-41            | 1,991-26                     | 369-67                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 780               | 8-10                | 2-43                | ...               | ...                 | ...                 | 28-99   | 27-72            | 1,126-17                     | 329-42                     |    |          |
| 2 a)    | B. & C. I.                | { 1902<br>1903<br>1904<br>1905<br>1906 | England, Bengal and Singareni.   | { 128<br>121<br>129<br>148<br>145  | ...  | ...   | ...                 | ...                 | 65,559            | 15-98               | ...                 | 2,063             | 3-27                | ...                 | 58-11   | 48-99            | 543-66                       | 151-30                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 63,172            | 14-16               | ...                 | 2,326             | 3-00                | ...                 | 57-88   | 48-16            | 514-46                       | 148-09                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 67,666            | 12-92               | ...                 | 2,344             | 3-00                | ...                 | 59-27   | 49-22            | 536-53                       | 152-36                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 75,769            | 12-53               | ...                 | 2,484             | 3-06                | ...                 | 57-81   | 48-43            | 514-00                       | 149-83                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 64,635            | 12-95               | ...                 | 2,491             | 3-27                | ...                 | 57-18   | 47-42            | 478-62                       | 112-15                     |    |          |
| 2 b)    | G. D. & R.                | { 1902<br>1903<br>1904<br>1905<br>1906 | Bengal.  | { ...<br>...<br>...<br>...<br>...  | ...  | ...   | ...                 | ...                 | 1,039             | ...                 | ...                 | 21                | ...                 | ...                 | 21-18   | 24-02            | ...                          | ...                        |    |          |
|         |                           |  |  |  |  |   |                     |                     | 1,417             | ...                 | ...                 | 70                | ...                 | ...                 | 25-50   | 25-17            | ...                          | ...                        |    |          |
|         |                           |  |  |  |  |   |                     |                     | 1,246             | ...                 | ...                 | 83                | ...                 | ...                 | 25-39   | 25-12            | ...                          | ...                        |    |          |
|         |                           |  |  |  |  |   |                     |                     | 1,384             | ...                 | ...                 | 207               | ...                 | ...                 | 27-05   | 26-90            | ...                          | ...                        |    |          |
|         |                           |  |  |  |  |   |                     |                     | 1,833             | ...                 | ...                 | 79                | ...                 | ...                 | 28-91   | 28-80            | ...                          | ...                        |    |          |
| 3 a)    | E. B. S.                  | { 1902<br>1903<br>1904<br>1905<br>1906 | Bengal   | { 167<br>156<br>182<br>180<br>188  | ...  | ...   | ...                 | ...                 | 67,891            | 6-10                | 3-48                | ...               | ...                 | ...                 | 60-86   | 49-57            | 889-42                       | 260-53                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 69,266            | 5-65                | 2-61                | ...               | ...                 | ...                 | 72-02   | 50-20            | 919-95                       | 212-73                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 69,374            | 5-02                | 2-39                | ...               | ...                 | ...                 | 72-78   | 49-11            | 865-33                       | 206-85                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 90,396            | 4-82                | 2-48                | ...               | ...                 | ...                 | 75-38   | 53-49            | 975-41                       | 232-28                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 119,032           | 5-81                | 2-81                | ...               | ...                 | ...                 | 80-20   | 54-74            | 996-93                       | 240-45                     |    |          |
| 3 b)    | E. B. S.                  | { 1902<br>1903<br>1904<br>1905<br>1906 | Bengal and Assam.  | { 291<br>280<br>285<br>281<br>299  | ...  | ...   | ...                 | ...                 | 42,838            | 9-22                | 5-14                | ...               | ...                 | ...                 | 42-82   | 34-31            | 898-88                       | 235-43                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 47,247            | 6-12                | 3-76                | ...               | ...                 | ...                 | 41-07   | 35-65            | 844-86                       | 239-44                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 46,391            | 6-09                | 3-75                | ...               | ...                 | ...                 | 45-84   | 36-77            | 872-27                       | 231-02                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 48,662            | 6-06                | 4-32                | ...               | ...                 | ...                 | 46-88   | 36-52            | 805-30                       | 227-78                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 57,527            | 6-33                | 3-58                | ...               | ...                 | ...                 | 48-90   | 38-04            | 857-63                       | 240-92                     |    |          |
| (d)     | C. B.                     | { 1902<br>1903<br>1904<br>1905<br>1906 | Bengal and Assam.  | { 407<br>85<br>72<br>78<br>71  | ...  | ...   | ...                 | ...                 | 785               | 10-49               | 4-18                | ...               | ...                 | ...                 | 39-95   | 19-13            | ...                          | ...                        |    |          |
|         |                           |  |  |  |  |   |                     |                     | 980               | 9-86                | 9-04                | ...               | ...                 | ...                 | 23-76   | 21-10            | ...                          | ...                        |    |          |
|         |                           |  |  |  |  |   |                     |                     | 1,271             | 9-45                | 9-40                | ...               | ...                 | ...                 | 30-86   | 30-57            | ...                          | ...                        |    |          |
|         |                           |  |  |  |  |   |                     |                     | 587               | 9-77                | 9-11                | ...               | ...                 | ...                 | 17-58   | 14-61            | ...                          | ...                        |    |          |
|         |                           |  |  |  |  |   |                     |                     | 856               | 9-62                | 9-50                | ...               | ...                 | ...                 | 20-40   | 17-21            | ...                          | ...                        |    |          |
| 4       | E. L.                     | { 1903<br>1908<br>1904<br>1905<br>1906 | Bengal and Umari.  | { 260<br>256<br>244<br>245<br>257  | ...  | ...   | ...                 | ...                 | 481,247           | 4-18                | 1-06                | ...               | ...                 | ...                 | 63-92   | 50-76            | 508-10                       | 161-48                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 476,581           | 4-19                | 2-00                | ...               | ...                 | ...                 | 65-75   | 51-97            | 457-12                       | 131-16                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 468,271           | 4-05                | 1-97                | ...               | ...                 | ...                 | 68-47   | 51-66            | 496-88                       | 187-59                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 505,916           | 4-01                | 1-92                | ...               | ...                 | ...                 | 69-75   | 52-07            | 431-67                       | 145-77                     |    |          |
|         |                           |  |  |  |  |   |                     |                     | 532,758           | 4-04                | 1-85                | ...               | ...                 | ...                 | 68-79   | 51-07            | 426-60                       | 141-45                     |    |          |

# APPENDIX 27—continued.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1902 to 1906—contd.

| Number. | Ry. system, vide App. 26. | Calendar year. | SOURCES OF SUPPLY.  |  | DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. |               |                   |               |                   |               |   |                  |                              |                            | CONSUMPTION IN LBS. |          |          |        |    |  | REMARKS. |
|---------|---------------------------|----------------|---|--|---|---------------|-------------------|---------------|-------------------|---------------|---|------------------|------------------------------|----------------------------|---------------------|----------|----------|--------|----|--|----------|
|         |                           |                | NAME.<br>(The name of the source of supply is for coal only. Wood was supplied from various sources.) | AVERAGE DISTANCE CARRIED IN MILES.<br>(The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) | FOREIGN COAL.   |               | INDIAN COAL.      |               | WOOD.             |               | (Calculated on the actual quantity of coal, and wood reduced in terms of coal at the rate of 1 ton of coal to 2½ tons of wood.) |                  |                              |                            |                     |          |          |        |    |  |          |
|         |                           |                |   |  | Quantity in tons.   | Cost per ton. | Quantity in tons. | Cost per ton. | Quantity in tons. | Cost per ton. | Per train mile.   | Per engine mile. | Per 1,000 freight ton miles. | Per 1,000 gross ton miles. |                     |          |          |        |    |  |          |
|         |                           |                |   |  |   |               |                   |               |                   |               |   |                  |                              |                            |                     |          |          |        |    |  |          |
| 1       | 2                         | 3              | 4   | 5  | 6   | 7             | 8                 | 9             | 10                | 11            | 12  | 13               | 14                           | 15                         | 16                  | 17       | 18       | 19     | 20 |  |          |
|         |                           |                |   |  |   |               |                   |               |                   |               |   |                  |                              |                            |                     |          |          |        |    |  |          |
| 5       | G. L. P.                  | { 1902         | England, Bengal, Singareni, Guana, Narbada and Warora.  | { 294  | ...   | 303           | ...               | ...           | 425,936           | 8 38          | 5 98  | 4,515            | ...                          | 3 81                       | 68 79               | 58 11    | 719 69   | 193 69 |    |  |          |
|         |                           | { 1903         | { 327   | ...  | ...   | ...           | ...               | 456,791       | 8 47              | 6 07          | 4,439   | ...              | 3 91                         | 68 43                      | 58 65               | 708 03   | 206 32   |        |    |  |          |
|         |                           | { 1904         | { 304   | ...  | 202   | ...           | ...               | 463,917       | 8 89              | 6 45          | 5,117   | ...              | 3 38                         | 68 91                      | 60 50               | 776 00   | 205 09   |        |    |  |          |
|         |                           | { 1905         | { 304   | ...  | 329   | ...           | ...               | 464,414       | 9 25              | 7 37          | 4,896   | ...              | 3 51                         | 67 43                      | 59 09               | 755 75   | 200 52   |        |    |  |          |
|         |                           | { 1906         | { 304   | ...  | 635   | ...           | ...               | 477,265       | 9 59              | 6 75          | 4,456   | ...              | 4 00                         | 68 43                      | 59 73               | 754 29   | 195 91   |        |    |  |          |
| 5       | G. L.                     | { 1902         | Bengal and Mohani.  | { 750  | ...   | ...           | ...               | ...           | 1,400             | ...           | 2 75  | ...              | ...                          | ...                        | 35 03               | 35 03    | ...      | ...    |    |  |          |
|         |                           | { 1903         | { 835   | ...  | ...   | ...           | ...               | 1,617         | 16 00             | 3 25          | 11  | ...              | ...                          | 38 30                      | 36 00               | ...      | ...      |        |    |  |          |
|         |                           | { 1904         | { 835   | ...  | ...   | ...           | ...               | 1,990         | 13 28             | 3 25          | 24  | ...              | ...                          | 36 13                      | 34 10               | ...      | ...      |        |    |  |          |
|         |                           | { 1905         | { 835   | ...  | ...   | ...           | ...               | 2,559         | 13 62             | 3 75          | 27  | ...              | ...                          | 41 73                      | 38 81               | ...      | ...      |        |    |  |          |
|         |                           | { 1906         | { 835   | ...  | ...   | ...           | ...               | 2,848         | 13 37             | 3 75          | 25  | ...              | ...                          | 43 86                      | 40 45               | ...      | ...      |        |    |  |          |
| 6       | M.                        | { 1902         | England, Bengal and Singareni.  | { 313  | 14  | ...           | ...               | ...           | 97,546            | 10 82         | 5 25  | 108,529          | 4 97                         | 4 68                       | 68 64               | 57 65    | 974 72   | 227 08 |    |  |          |
|         |                           | { 1903         | { 333   | 27   | ...   | ...           | ...               | 112,617       | 10 29             | 5 12          | 96,577  | 4 97             | 4 42                         | 73 02                      | 60 89               | 1,069 81 | 240 40   |        |    |  |          |
|         |                           | { 1904         | { 101   | 38   | ...   | ...           | ...               | 130,755       | 10 82             | 8 05          | 59,148  | 4 81             | 4 01                         | 70 78                      | 58 69               | 946 28   | 224 48   |        |    |  |          |
|         |                           | { 1905         | { 352   | 24   | ...   | ...           | ...               | 156,312       | 10 23             | 5 15          | 42,050  | 4 48             | 3 98                         | 74 96                      | 61 35               | 674 82   | 221 09   |        |    |  |          |
|         |                           | { 1906         | { 350   | 30   | ...   | ...           | ...               | 167,081       | 10 52             | 5 70          | 31,115  | 4 84             | 4 09                         | 74 98                      | 63 74               | 885 19   | 228 97   |        |    |  |          |
| 6       | N. S. C. M. D. & T. K.    | { 1902         | England, Bengal and Singareni.  | { 241  | 16  | 1,875         | 31 67             | *27 57        | ...               | ...           | ...   | 8,315            | 4 43                         | 4 00                       | 72 38               | 66 69    | 4,399 75 | 654 46 |    |  |          |
|         |                           | { 1903         | { 686   | 18   | 1,602   | 29 00         | *29 17            | 11            | 13 60             | 5 12          | 5,869   | 4 61             | 4 25                         | 61 42                      | 54 08               | 2,409 43 | 309 85   |        |    |  |          |
|         |                           | { 1904         | { 148   | 21   | 2,430   | 25 35         | *22 54            | 193           | 14 31             | 8 05          | 5,116   | 4 49             | 4 04                         | 61 30                      | 54 18               | 2,805 43 | 423 49   |        |    |  |          |
|         |                           | { 1905         | { 207   | 24   | 2,517   | 21 38         | 20 58             | 284           | 12 48             | 5 15          | 4,502   | 4 62             | 4 12                         | 60 50                      | 52 45               | 2,637 03 | 424 76   |        |    |  |          |
|         |                           | { 1906         | { ...   | ...  | 2,580   | 25 13         | 21 38             | 1,463         | ...               | ...           | 6,168   | ...              | ...                          | 40 85                      | 41 29               | 3,121 6  | 455 45   |        |    |  |          |
| 8       | N. G. S.                  | { 1902         | Singareni.  | { 103  | ...   | ...           | ...               | ...           | 30,215            | ...           | 4 66  | ...              | ...                          | ...                        | 67 00               | 50 75    | 567 37   | 173 81 |    |  |          |
|         |                           | { 1903         | { 181   | ...  | ...   | ...           | ...               | 26,967        | 6 27              | 4 50          | 250   | 5 88             | 3 25                         | 61 02                      | 51 91               | 547 72   | 160 96   |        |    |  |          |
|         |                           | { 1904         | { 132   | ...  | ...   | ...           | ...               | 26,276        | 6 27              | 4 50          | 203   | 5 83             | 4 14                         | 61 09                      | 50 87               | 533 22   | 158 74   |        |    |  |          |
|         |                           | { 1905         | { 81  | ...  | ...   | ...           | ...               | 24,900        | 5 81              | 4 68          | ...   | ...              | ...                          | 57 30                      | 43 19               | 514 65   | 154 58   |        |    |  |          |
|         |                           | { 1906         | { 86  | ...  | ...   | ...           | ...               | 26,919        | 5 59              | 4 69          | ...   | ...              | ...                          | 50 24                      | 47 98               | 504 20   | 153 51   |        |    |  |          |
| 8       | H. G. V.                  | { 1902         | Singareni.  | { 341  | ...   | ...           | ...               | ...           | 14,442            | 6 06          | 4 86  | ...              | ...                          | ...                        | 40 12               | 36 11    | 1,026 21 | 219 62 |    |  |          |
|         |                           | { 1903         | { 847   | ...  | ...   | ...           | ...               | 14,610        | 10 00             | 6 62          | 265   | 4 60             | ...                          | 30 66                      | 35 55               | 1,031 64 | 217 01   |        |    |  |          |
|         |                           | { 1904         | { 847   | ...  | ...   | ...           | ...               | 14,809        | 9 82              | 5 56          | 205   | 10 52            | 5 66                         | 40 66                      | 36 85               | 986 72   | 205 73   |        |    |  |          |
|         |                           | { 1905         | { 791   | ...  | ...   | ...           | ...               | 16,696        | 8 90              | 4 76          | ...   | ...              | ...                          | 39 10                      | 33 70               | 825 63   | 201 56   |        |    |  |          |
|         |                           | { 1906         | { 266   | ...  | ...   | ...           | ...               | 15,663        | 7 83              | 4 81          | ...   | ...              | ...                          | 37 59                      | 33 68               | 753 84   | 184 34   |        |    |  |          |
| 9       | N. W.                     | { 1902         | England, Bengal, Dandot, Bhaganwala and Khoist.   | { 1894   | ...   | 7,206         | ...               | 20 61         | 248,279           | 5             | ...   | 122,323          | ...                          | ...                        | 52 64               | 46 36    | 597 84   | 160 45 |    |  |          |
|         |                           | { 1903         | { 1338  | ...  | 3,796   | ...           | 19 00             | 258,111       | 5                 | ...           | 216,097   | 5 31             | ...                          | 52 12                      | 46 47               | 555 78   | 155 74   |        |    |  |          |
|         |                           | { 1904         | { 1853  | ...  | 11,659  | ...           | ...               | 370,454       | 11                | ...           | 103,151   | 5 35             | ...                          | 57 16                      | 50 12               | 481 27   | 156 94   |        |    |  |          |
|         |                           | { 1905         | { 1838  | ...  | 12,773  | ...           | ...               | 431,520       | (a)               | (b)           | 76,386  | 5 83             | ...                          | 59 82                      | 52 16               | 441 00   | 172 02   |        |    |  |          |
|         |                           | { 1906         | { 1898  | ...  | 2,872   | ...           | ...               | 476,877       | (c)               | (d)           | 77,122  | 5 83             | 5 93                         | 62 32                      | 53 67               | 551 80   | 178 64   |        |    |  |          |
| 9       | K. K. T. & N. D.          | { 1902         | Bengal and Dandot.  | { ...  | ...   | ...           | ...               | ...           | 1,235             | ...           | ...   | 160              | ...                          | ...                        | 26 75               | 22 82    | 2,072 38 | 318 41 |    |  |          |
|         |                           | { 1903         | { ...   | ...  | ...   | ...           | ...               | 2,768         | ...               | ...           | 192   | ...              | ...                          | 25 16                      | 21 45               | 2,662 16 | 446 46   |        |    |  |          |
|         |                           | { 1904         | { ...   | ...  | ...   | ...           | ...               | 2,731         | 11                | ...           | 270   | 5 85             | ...                          | 21 34                      | 17 88               | 1,882 21 | 385 28   |        |    |  |          |
|         |                           | { 1905         | { ...   | ...  | 12  | ...           | ...               | 2,720         | (a)               | (b)           | 132   | ...              | ...                          | 19 72                      | 16 68               | 1,243 44 | 301 68   |        |    |  |          |
|         |                           | { 1906         | { ...   | ...  | ...   | ...           | ...               | 3,548         | (c)               | (d)           | 74  | ...              | ...                          | 19 43                      | 16 17               | 1,703 94 | 337 51   |        |    |  |          |
| 10      | O. & R.                   | { 1902         | Bengal.   | { 674  | ...   | ...           | ...               | ...           | 98,775            | 9 38          | 2 53  | ...              | ...                          | ...                        | 51 68               | 44 36    | 819 01   | 172 21 |    |  |          |
|         |                           | { 1903         | { 595   | ...  | ...   | ...           | ...               | 108,040       | 7 76              | 2 15          | ...   | ...              | ...                          | 54 81                      | 46 59               | 849 59   | 177 85   |        |    |  |          |
|         |                           | { 1904         | { 603   | ...  | ...   | ...           | ...               | 110,278       | 7 46              | 2 13          | ...   | ...              | ...                          | 55 39                      | 47 68               | 791 59   | 179 43   |        |    |  |          |
|         |                           | { 1905         | { 603   | ...  | ...   | ...           | ...               | 131,445       | 7 83              | 2 13          | ...   | ...              | ...                          | 59 17                      | 50 26               | 919 40   | 192 35   |        |    |  |          |
|         |                           | { 1906         | { 603   | ...  | ...   | ...           | ...               | 142,789       | 8 26              | 2 47          | ...   | ...              | ...                          | 61 09                      | 52 24               | 929 53   | 204 73   |        |    |  |          |
| 11      | A. B.                     | { 1902         | Bengal and Assam.   | { 105  | ...   | ...           | ...               | ...           | 18,661            | 9 25          | ...   | 2,715            | 1 57                         | ...                        | 48 52               | 37 21    | 1,011 99 | 233 73 |    |  |          |
|         |                           | { 1903         | { 120   | ...  | ...   | ...           | ...               | 15,682        | 7 92              | ...           | 1,918   | 1 45             | ...                          | 45 06                      | 36 78               | 903 55   | 243 24   |        |    |  |          |
|         |                           | { 1904         | { 120   | ...  | ...   | ...           | ...               | 22,837        | 7 64              | ...           | ...   | ...              | ...                          | 43 89                      | 36 02               | 913 94   | 235 17   |        |    |  |          |
|         |                           | { 1905         | { 156   | ...  | ...   | ...           | ...               | 31,778        | 7 43              | ...           | ...   | ...              | ...                          | 47 94                      | 38 93               | 1,063 16 | 265 60   |        |    |  |          |
|         |                           | { 1906         | { 240   | ...  | ...   | ...           | ...               | 37,135        | 7 41              | ...           | ...   | ...              | ...                          | 52 12                      | 39 81               | 883 03   | 251 10   |        |    |  |          |
| 12      | B. & N. W.                | { 1902         | Bengal.   | { 252  | 25  | ...           | ...               | ...           | 71,240            | 6 11          | 3 04  | 2,766            | 4 22                         | 4 22                       | 88 00               | 38 16    | 831 31   | 210 21 |    |  |          |
|         |                           | { 1903         | { 250   | 25   | ...   | ...           | ...               | 87,652        | 5 61              | 2 78          | 4,733   | 4 28             | 4 28                         | 49 95                      | 41 78               | 875 63   | 235 02   |        |    |  |          |
|         |                           | { 1904         | { 248   | 18   | ...   | ...           | ...               | 97,838        | 5 61              | 2 41          | 1,147   | ...              | ...                          | 46 53                      | 32 62               | 880 73   | 228 20   |        |    |  |          |
|         |                           | { 1905         | { 280   | 18   | ...   | ...           | ...               | 97,436        | 5 65              | 2 43          | 803   | ...              | ...                          | 46 65                      | 47 86               | 89 25    | 850 39   |        |    |  |          |
|         |                           | { 1906         | { 289   | 71   | ...   | ...           | ...               | 111,475       | 5 07              | 2 58          | 1,439   | ...              | ...                          | 4 16                       | 40 39               | 41 20    | 818 58   |        |    |  |          |

(a) Reduced to Rs. 10 13 per ton from 15th November 1906.

\* Including sea freight from England.

† Of Bengal coal only.

§ Bengal coal vid Kiamari Rs. 13 62 and vid Ghazabad Rs. 15 44.

|| Bengal coal from Rs. 2 37 to Rs. 3 00 and Khoist and Dandot coal between Rs. 7 and Rs. 13 and Khoist patent fuel at Rs. 20.

¶ Bengal coal vid Kiamari Rs. 12 00 and vid Ghazabad Rs. 14 82.

• Bengal coal from Rs. 3 00 to Rs. 3 50 and Khoist and Dandot coal between Rs. 7 and Rs. 13.

†† There was no importation of foreign coal during those years.

††† Bengal coal vid Kiamari Rs. 11 90 and vid Ghazabad Rs. 13 84.

§§ Bengal coal from Rs. 1 94 to Rs. 3 25, (Elita Dand coal Rs. 11 23 and Khoist and Dandot coal between Rs. 6 99 and Rs. 13).

(b) Bengal coal from Rs. 1 04 to Rs. 3 37 and Khoist and Dandot coal between Rs. 8 04 and Rs. 12 27.

(c) Bengal coal vid Kiamari Rs. 11 76 and vid Ghazabad Rs. 15 85.

(d) Bengal coal from Rs. 2 25 to Rs. 4 25 and Khoist and Dandot coal between Rs. 8 and Rs. 12.

## APPENDIX 27—continued.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1902 to 1906—contd.

|   |             | SOURCES OF SUPPLY.  |  |  |                   | DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. |   |                   |  |   |  | CONSUMPTION IN LBS.                            |   |  |   |   |  |  |  |
|---|-------------|---|--|--|-------------------|---|---|-------------------|--|---|--|--|---|--|---|---|--|--|--|
|   |             | NAME.<br>(The name of the source of supply is for coal only. Wood was supplied from various sources.) | AVERAGE DISTANCE CARRIED IN MILES.<br>(The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) |  | FOREIGN COAL.     |   | INDIAN COAL.                              |                   | WOOD.  |   | (Calculated on the actual quantity of coal and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.) |  |   |  | REMARKS.                                  |   |  |  |  |
|   |             |   | Coal.  | Wood.                                    | Quantity in tons. | Cost per ton.   |   | Quantity in tons. | Cost per ton.                                      |   | Quantity in tons.  | Cost per ton.                                  |   | Per train mile.                        |   |   | Per engine mile.                                     | Per 1,000 freight ton miles.                   | Per 1,000 gross ton miles.   |
|   |             |   |  |  |                   | In-cluding freight.   | Ex-cluding freight.                       |                   | In-cluding freight.                                | Ex-cluding freight.                       |  | In-cluding freight.                            | Ex-cluding freight.                       |  |   |   |  |  |  |
| 1 | 2           | 3   | 4  | 5  | 6                 | 7   | 8   | 9                 | 10   | 11  | 12   | 13   | 14  | 15                                     | 16  | 17  | 18   | 19   | 20   |
|   |             |   |  |  |                   |   | Ra.                                       | Ra.               |  | Ra.                                       | Ra.  |  | Rs.                                       | Rs.                                    |   |   |  |  |  |
|   | B. D.       | { 1902<br>1903<br>1904<br>1905<br>1906 }  | Bengal   | ...                                      | ...               | ...   | ...                                       | ...               | 2,196<br>3,023<br>3,471<br>3,652<br>3,878          | 12.33<br>11.22<br>10.60<br>10.67<br>...   | 2.75<br>...<br>...<br>...<br>...   | ...  | ...                                       | ...                                    | 40.16<br>31.33<br>30.14<br>30.52<br>35.56 | 33.92<br>20.83<br>28.05<br>28.78<br>32.95 | ...  | ...  | Prices are given at the place of delivery which is the place of storage. |
|   | B. G. J. P. | { 1902<br>1903<br>1904<br>1905<br>1906 }  | Eng-land,<br>Bengal<br>and<br>Palana   | { 52<br>54<br>53<br>52<br>53 }           | ...               | 1,191<br>618<br>2<br>5<br>...                                       | 23.23<br>23.24<br>23.23<br>23.23<br>...   | ...               | 4,066<br>6,027<br>7,531<br>8,010<br>9,050          | 18.00<br>15.44<br>14.13<br>14.07<br>13.54 | ...  | 74<br>80<br>86<br>83<br>91                     | 8.88<br>7.73<br>7.50<br>7.50<br>8.03      | ...                                    | 29.77<br>30.26<br>31.20<br>32.05<br>33.45 | 27.45<br>27.32<br>28.37<br>29.03<br>30.25 | 913.30<br>800.61<br>774.69<br>816.07<br>840.55       | 174.64<br>170.38<br>173.11<br>179.85<br>186.52 |  |
|   | B.          | { 1902<br>1903<br>1904<br>1905<br>1906 }  | Eng-land,<br>Bengal<br>and<br>Burma.   | { 120<br>109<br>128<br>150<br>162 }      | ...               | 3,114<br>908<br>349<br>348<br>83                                    | 26.75<br>21.36<br>21.22<br>21.21<br>21.21 | ...               | 62,124<br>72,740<br>76,494<br>95,711<br>94,701     | 12.57<br>10.63<br>10.47<br>10.33<br>10.70 | ...  | 55,474<br>66,406<br>72,977<br>28,003<br>22,912 | 3.95<br>3.81<br>4.54<br>5.06<br>4.74      | ...                                    | 52.32<br>51.98<br>49.68<br>50.58<br>45.51 | 42.54<br>42.70<br>41.42<br>41.49<br>37.66 | 972.47<br>1,087.55<br>981.89<br>959.94<br>836.51     | 255.40<br>258.16<br>240.27<br>237.11<br>211.50 |  |
|   | D.          | { 1902<br>1903<br>1904<br>1905<br>1906 }  | Bengal   | ...                                      | ...               | ...   | ...                                       | ...               | 400<br>393<br>501                                  | 5.62<br>4.06<br>5.50                      | 3.00<br>2.25   | ...  | ...                                       | ...                                    | 61.37<br>56.55<br>71.30                   | 61.37<br>56.55<br>...                     | ...  | ...  |  |
|   | D. S.       | { 1902<br>1903<br>1904<br>1905<br>1906 }  | Assam  | ...                                      | ...               | ...   | ...                                       | ...               | 4,616<br>3,983<br>4,438<br>5,012<br>6,664          | 8.50<br>8.50<br>8.50<br>8.50<br>8.50      | ...  | 26<br>12<br>10<br>4<br>...                     | 2.08<br>2.56<br>1.71<br>2.22<br>...       | 1.28<br>2.00<br>1.71<br>2.22<br>...    | 51.64<br>43.67<br>51.88<br>49.79<br>55.07 | 36.75<br>29.46<br>33.39<br>32.06<br>36.34 | ...  | ...  |  |
|   | J. B.       | { 1902<br>1903<br>1904<br>1905<br>1906 }  | Bengal<br>and<br>Palana.   | { 467<br>358<br>314<br>651<br>581 }      | ...               | ...   | ...                                       | ...               | 18,231<br>22,420<br>27,832<br>24,689<br>28,369     | 11.59<br>11.98<br>10.84<br>11.27<br>12.39 | 5.55<br>7.36<br>6.13<br>5.30<br>8.02   | 4,981<br>120<br>152<br>155<br>163              | 4.34<br>4.38<br>3.62<br>3.90<br>3.71      | 4.34<br>4.38<br>3.62<br>3.90<br>3.71   | 47.63<br>52.50<br>59.31<br>51.51<br>48.96 | 45.42<br>40.61<br>55.34<br>48.39<br>45.57 | 1,060.85<br>1,018.95<br>1,137.75<br>876.54<br>806.95 | 261.76<br>267.31<br>267.67<br>246.73<br>237.56 |  |
|   | M. R. W.    | { 1902<br>1903<br>1904<br>1905<br>1906 }  | Bengal.  | { 1,386<br>29<br>1,396<br>445<br>1,386 } | ...               | ...   | ...                                       | ...               | 1,622<br>1,511<br>1,777<br>1,796<br>1,419          | 23.74<br>21.20<br>17.51<br>18.34<br>17.25 | 15.74<br>12.35<br>11.04<br>16.25<br>15.25  | 21<br>80<br>53<br>62<br>23                     | 7.50<br>10.66<br>8.27<br>4.77<br>10.89    | 7.50<br>10.66<br>8.27<br>4.77<br>10.89 | 24.25<br>24.27<br>24.26<br>32.47<br>34.05 | 23.63<br>23.32<br>23.06<br>31.55<br>33.51 | ...  | ...  | ↑ This distance is by rail; the distance by sea is 687 miles             |
|   | R. M.       | { 1902<br>1903<br>1904<br>1905<br>1906 }  | Bengal<br>and<br>Singa-roni.   | { 722<br>725<br>793<br>780<br>803 }      | ...               | ...   | ...                                       | ...               | 113,380<br>95,725<br>109,754<br>134,200<br>145,037 | 16.57<br>15.79<br>14.39<br>14.15<br>15.28 | 5.74<br>6.03<br>4.20<br>4.03<br>4.77   | 2,183<br>2,615<br>2,481<br>2,055<br>1,126      | 5.00<br>5.00<br>5.00<br>5.00<br>5.00      | 5.00<br>5.00<br>5.00<br>5.00<br>5.00   | 39.84<br>37.60<br>38.09<br>40.27<br>40.33 | 34.62<br>31.63<br>32.62<br>34.74<br>34.84 | 447.79<br>474.48<br>496.58<br>485.11<br>527.34       | 164.80<br>161.48<br>169.06<br>171.85<br>174.25 |  |
|   | R. & K.     | { 1902<br>1903<br>1904<br>1905<br>1906 }  | Bengal   | { 677<br>677<br>606<br>605<br>612 }      | ...               | ...   | ...                                       | ...               | 2,068<br>1,792<br>1,719<br>8,942<br>8,749          | 13.52<br>11.46<br>13.63<br>11.03<br>10.85 | 2.56<br>2.87<br>3.00<br>2.85<br>2.75   | 17,503<br>17,105<br>10,673<br>8,938<br>17,779  | ...                                       | 3.18<br>3.27<br>3.47<br>2.94<br>3.49   | 32.00<br>30.91<br>32.25<br>43.29<br>45.98 | 25.08<br>25.25<br>26.28<br>34.79<br>36.55 | 631.90<br>613.87<br>639.13<br>794.75<br>500.71       | 188.86<br>173.58<br>183.90<br>237.60<br>121.08 |  |
|   | F. W. L.    | { 1902<br>1903<br>1904<br>1905<br>1906 }  | Bengal   | { ...<br>...<br>...<br>655<br>...        | ...               | ...   | ...                                       | ...               | ...  | ...                                       | ...  | ...  | 1,440<br>1,328<br>1,400<br>1,308<br>1,520 | ...                                    | 3.05<br>3.28<br>...                       | 21.03<br>19.08<br>21.31<br>20.89<br>21.94 | 19.91<br>17.81<br>19.96<br>19.41<br>20.74            | ...  | ...  |
|   | S. I.       | { 1902<br>1903<br>1904<br>1905<br>1906 }  | Bengal<br>and<br>Singa-roni.   | { 83<br>82<br>83<br>81<br>79 }           | ...               | ...   | ...                                       | ...               | 58,273<br>60,096<br>68,680<br>72,314<br>73,541     | 13.11<br>12.18<br>11.40<br>11.39<br>11.63 | ...  | 10,782<br>10,516<br>11,285<br>9,477<br>5,587   | 5.01<br>4.91<br>4.09<br>5.01<br>4.94      | ...                                    | 36.44<br>37.71<br>38.21<br>38.90<br>38.38 | 33.19<br>34.23<br>34.70<br>38.74<br>33.13 | 822.47<br>774.08<br>840.81<br>802.70<br>777.07       | 209.97<br>205.48<br>213.52<br>200.51<br>190.32 |  |

† This distance is by rail; the distance by sea is 687 miles.

## APPENDIX 27—concluded.

Coal and wood fuel consumed by each railway system and price paid per ton during the calendar years 1902 to 1906—concl'd.

| NUMBER.        | BY SYSTEM, vide App. 38. | SOURCES OF SUPPLY.   |  |   |                                     | DESCRIPTION OF FUEL WITH ACTUAL QUANTITY CONSUMED AND COST PER TON. |   |   |  |   |  |  |  |  |  | CONSUMPTION IN LBS.                           |   |  |  | REMARKS. |
|----------------|--------------------------|--|--|---|-------------------------------------|---|---|---|--|---|--|--|--|--|--|---|---|--|--|----------|
|                |                          | NAME<br>(The name of the source of supply is for coal only. Wood was supplied from various sources.) | AVERAGE DISTANCE CARRIED IN MILES.<br>(The distance is reckoned either from the sources of supply or from the places of delivery to several storages.) | FOREIGN COAL.                             |                                     | INDIAN COAL.  |   |   |  | WOOD.   |  | (Calculated on the actual quantity of coal and wood reduced in terms of coal at the rate of one ton of coal to 2½ tons of wood.) |  |  |  |   |   |  |  |          |
|                |                          |  |  | Quantity in tons.                         | Cost per ton.                       | Quantity in tons.   | Cost per ton.                           | Quantity in tons.                       | Cost per ton.                                      | Quantity in tons.                             | Cost per ton.                            | Per train mile.  | Per engine mile.                         | Per 1,000 freight ton miles.             | Per 1,000 gross ton miles.                     |   |   |  |  |          |
|                |                          |  |  |   |                                     |   |   |   |  |   |  |  |  |  |  |   |   |  |  |          |
| 1              | 2                        | 3  | 4  | 5   | 6                                   | 7   | 8                                       | 9                                       | 10   | 11  | 12                                       | 13   | 14                                       | 15                                       | 16   | 17  | 18  | 19   | 20   |          |
|                |                          |  |  |   |                                     |   | Rs.                                     | Rs.                                     |  | Rs.   | Rs.                                      |  | Rs.                                      | Rs.                                      |  |   |   |  |  |          |
| 22<br>a)<br>c) | M.                       | { 1902<br>1903<br>1904<br>1905<br>1906 }   | { England<br>Singapore<br>and<br>Bengal. }   | { 403<br>351<br>316<br>82<br>365 }        | { 96<br>74<br>72<br>82<br>79 }      | { ...<br>133<br>...<br>...<br>2,418 }                               | { ...<br>18 88<br>...<br>...<br>18 08 } | { ...<br>18 88<br>...<br>...<br>15 00 } | { 38,506<br>38,492<br>40,327<br>41,125<br>53,037 } | { 13 67<br>14 25<br>13 99<br>13 68<br>13 60 } | { 5 25<br>8 10<br>8 30<br>8 95<br>6 38 } | { 62,422<br>65,629<br>69,209<br>70,137<br>74,743 }   | { 5 64<br>5 44<br>5 32<br>5 35<br>5 37 } | { 4 68<br>4 19<br>4 01<br>4 00<br>4 08 } | { 39 11<br>40 71<br>37 79<br>37 04<br>39 38 }  | { 34 71<br>36 27<br>33 28<br>32 82<br>35 07 } | { 804 00<br>863 88<br>710 39<br>718 13<br>744 54 }        | { 212 09<br>219 75<br>201 83<br>200 65<br>211 10 } | { ...<br>...<br>...<br>...<br>... }  |          |
| 23             | U. C.                    | { 1902<br>1903<br>1904<br>1905<br>1906 }   | { Bengal<br>Warora<br>& Mohani. }  | { 875<br>977<br>1,087<br>1,087<br>1,087 } | { ...<br>...<br>...<br>...<br>... } | { ...<br>...<br>...<br>...<br>... }                                 | { ...<br>...<br>...<br>...<br>... }     | { ...<br>...<br>...<br>...<br>... }     | { 893<br>863<br>701<br>762<br>906 }                | { 18 23<br>18 71<br>19 00<br>19 00<br>19 60 } | { 4 62<br>3 65<br>2 25<br>2 25<br>3 75 } | { ...<br>...<br>...<br>11<br>10 }  | { 4 26<br>7 00<br>...<br>...<br>... }    | { ...<br>...<br>7 00<br>...<br>... }     | { 38 50<br>37 37<br>30 32<br>31 31<br>37 09 }  | { 36 02<br>35 02<br>28 51<br>29 88<br>34 74 } | { 942 41<br>1,385 32<br>1,531 44<br>1,173 8<br>1,034 35 } | { 192 23<br>207 76<br>185 59<br>167 86<br>177 89 } | { ...<br>...<br>...<br>...<br>... }  |          |
| 25             | B. L.                    | { 1902<br>1903<br>1904<br>1905<br>1906 }   | { Singa-<br>roni. }  | { ...<br>441<br>...<br>...<br>273 }       | { ...<br>...<br>...<br>...<br>... } | { ...<br>...<br>...<br>...<br>... }                                 | { ...<br>...<br>...<br>...<br>... }     | { ...<br>...<br>...<br>...<br>... }     | { 77<br>159<br>239 }                               | { 14 50<br>...<br>...<br>...<br>... }         | { 5 50<br>...<br>...<br>...<br>... }     | { 635<br>566<br>790<br>742<br>1,102 }  | { 5 00<br>4 97<br>6 19<br>6 19<br>7 10 } | { 5 30<br>4 97<br>6 19<br>6 19<br>7 10 } | { 31 90<br>40 75<br>64 49<br>101 62<br>43 65 } | { 31 14<br>39 32<br>92 82<br>99 93<br>42 29 } | { 1,733 86<br>...<br>...<br>...<br>1,016 65 }             | { 668 00<br>...<br>...<br>...<br>... }             | { ...<br>...<br>...<br>...<br>... }  |          |
| 27             | C.                       | { 1905<br>1906 }   | { ... }  | { ...<br>... }                            | { ...<br>... }                      | { ...<br>... }  | { ...<br>... }                          | { ...<br>... }                          | { 123<br>215 }                                     | { 17 25<br>18 00 }                            | { ...<br>... }                           | { 2<br>3 }   | { 24 50<br>21 50 }                       | { ...<br>... }                           | { 64 16<br>29 71 }                             | { 64 16<br>29 71 }                            | { ...<br>3 76 }   | { ...<br>3 35 }                                    | { ...<br>... }   |          |
| 30             | K. S.                    | { 1903<br>1904<br>1905<br>1906 }   | { Bengal }   | { 1,021<br>1,018<br>1,016<br>904 }        | { ...<br>...<br>...<br>... }        | { ...<br>...<br>...<br>... }  | { ...<br>...<br>...<br>... }            | { ...<br>...<br>...<br>... }            | { 238<br>5,106<br>5,189<br>4,917 }                 | { 20 00<br>21 00<br>17 50<br>18 15 }          | { 2 25<br>2 25<br>2 25<br>4 00 }         | { ...<br>144<br>13<br>3 }  | { ...<br>12 19<br>...<br>14 00 }         | { ...<br>...<br>...<br>... }             | { 46 43<br>69 46<br>71 18<br>77 20 }           | { 35 75<br>59 97<br>65 00<br>67 56 }          | { 7,984 98<br>7,500 13<br>5,407 71<br>... }               | { 1,135 26<br>912 22<br>893 13<br>... }            | { ...<br>...<br>...<br>... }   |          |
| 32             | B. P.                    | { 1902<br>1903<br>1904<br>1905<br>1906 }   | { Bengal }   | { 126<br>157<br>157<br>157<br>157 }       | { ...<br>...<br>...<br>...<br>... } | { ...<br>...<br>...<br>...<br>... }                                 | { ...<br>...<br>...<br>...<br>... }     | { ...<br>...<br>...<br>...<br>... }     | { 979<br>960<br>1,083<br>1,128<br>1,428 }          | { 5 39<br>5 36<br>4 44<br>4 33<br>4 24 }      | { 2 75<br>2 92<br>2 03<br>1 56<br>1 81 } | { ...<br>...<br>...<br>...<br>... }  | { ...<br>...<br>...<br>...<br>... }      | { ...<br>...<br>...<br>...<br>... }      | { 25 20<br>25 27<br>26 92<br>28 53<br>34 24 }  | { 23 92<br>24 10<br>25 37<br>26 92<br>32 33 } | { ...<br>...<br>...<br>...<br>... }                       | { ...<br>...<br>...<br>...<br>... }                | { ...<br>...<br>...<br>...<br>... }  |          |
| 33             | T. B.                    | { 1902<br>1903<br>1904<br>1905<br>1906 }   | { Assam }  | { ...<br>...<br>...<br>...<br>... }       | { ...<br>...<br>...<br>...<br>... } | { ...<br>...<br>...<br>...<br>... }                                 | { ...<br>...<br>...<br>...<br>... }     | { ...<br>...<br>...<br>...<br>... }     | { 398<br>523<br>580<br>613<br>673 }                | { 13 50<br>11 81<br>13 10<br>13 50<br>13 50 } | { ...<br>...<br>...<br>...<br>... }      | { ...<br>...<br>...<br>...<br>... }  | { ...<br>...<br>...<br>...<br>... }      | { ...<br>...<br>...<br>...<br>... }      | { 36 76<br>35 40<br>36 52<br>38 85<br>40 41 }  | { ...<br>...<br>...<br>...<br>... }           | { ...<br>...<br>...<br>...<br>... }                       | { ...<br>...<br>...<br>...<br>... }                | { ...<br>...<br>...<br>...<br>... }  |          |
| 35             | D. H.                    | { 1902<br>1903<br>1904<br>1905<br>1906 }   | { Bengal }   | { ...<br>...<br>...<br>...<br>... }       | { ...<br>...<br>...<br>...<br>... } | { ...<br>...<br>...<br>...<br>... }                                 | { ...<br>...<br>...<br>...<br>... }     | { ...<br>...<br>...<br>...<br>... }     | { 3,422<br>4,666<br>4,697<br>5,025<br>4,799 }      | { 15 30<br>13 94<br>10 90<br>7 84<br>10 09 }  | { 3 12<br>3 12<br>2 50<br>2 25<br>2 50 } | { ...<br>...<br>...<br>...<br>... }  | { ...<br>...<br>...<br>...<br>... }      | { ...<br>...<br>...<br>...<br>... }      | { 40 81<br>53 22<br>41 23<br>44 68<br>46 08 }  | { 40 81<br>53 22<br>40 83<br>44 68<br>46 08 } | { ...<br>...<br>...<br>...<br>... }                       | { ...<br>...<br>...<br>...<br>... }                | { ...<br>...<br>...<br>...<br>... }  |          |
| 38             | J.                       | { 1903<br>1904<br>1905<br>1906 }   | { Assam }  | { 9<br>11<br>12<br>... }                  | { ...<br>...<br>...<br>... }        | { ...<br>...<br>...<br>... }  | { ...<br>...<br>...<br>... }            | { ...<br>...<br>...<br>... }            | { 778<br>690<br>864<br>946 }                       | { 13 76<br>13 61<br>13 61<br>13 61 }          | { 13 62<br>...<br>8 50<br>8 50 }         | { ...<br>...<br>...<br>... }   | { ...<br>...<br>...<br>... }             | { 33 15<br>34 61<br>35 90<br>41 76 }     | { ...<br>...<br>...<br>... }                   | { ...<br>...<br>...<br>... }                  | { ...<br>...<br>...<br>... }                              | { ...<br>...<br>...<br>... }                       | { ...<br>...<br>...<br>... }   |          |
|                |                          | { 1902<br>1903<br>1904 }   | { ... }  | { ...<br>...<br>... }                     | { ...<br>...<br>... }               | { 21,469<br>17,696<br>17,432 }                                      | { ...<br>...<br>... }                   | { ...<br>...<br>... }                   | { 2,081,992<br>2,203,187<br>2,447,341 }            | { ...<br>...<br>... }                         | { ...<br>...<br>... }                    | { 402,442<br>497,185<br>395,297 }  | { ...<br>...<br>... }                    | { ...<br>...<br>... }                    | { ...<br>...<br>... }                          | { ...<br>...<br>... }                         | { ...<br>...<br>... }                                     | { ...<br>...<br>... }                              | { ...<br>...<br>... }  |          |
|                |                          | { 1905<br>1906 }   | { ... }  | { ...<br>... }                            | { ...<br>... }                      | { 18,385<br>37,280 }  | { ...<br>... }                          | { ...<br>... }                          | { 2,668,424<br>2,878,281 }                         | { ...<br>... }                                | { ...<br>... }                           | { 253,093<br>248,224 }   | { ...<br>... }                           | { ...<br>... }                           | { ...<br>... }                                 | { ...<br>... }                                | { ...<br>... }  | { ...<br>... }                                     | { ...<br>... }   |          |
|                |                          |  |  |   |                                     |   |   |   |  |   |  |  |  |  |  |   |   |  | <p>* 12 miles from Steamer Ghat to Jorhat; 180 miles from Ledo to Morian. 1 mi.</p> <p>† Excluding the Bokharpore-Bihar, Bannu-Ghat-Krishnagar, Thakur-Buyasak, Howrah-Amra and Howrah-Sheekhala Light railways.</p> <p>‡ Excluding the Buxiarpore-Bihar, Thakur-Buyasak, Howrah-Amra and Howrah-Sheekhala Light railways.</p> <p>§ Excluding the Deochur and Barasat-Basilhat railways and the railways named in the remarks.</p> |          |

## APPENDIX 28.

Coal mined in India during the calendar years 1885 to 1906.

| Years. | QUANTITY MINED IN EACH PROVINCE. |                         |         |                |                    |         |               |                   |                                   |              |             |            | Quantity of Indian coal consumed by railways in India. | QUANTITY OF INDIAN COAL EXPORTED BY SEA. |  | QUANTITY OF FOREIGN COAL IMPORTED INTO INDIA. |                       |
|--------|----------------------------------|-------------------------|---------|----------------|--------------------|---------|---------------|-------------------|-----------------------------------|--------------|-------------|------------|--|--|--|---|-----------------------|
|        | Bengal.                          | Central Prov-<br>inces. | Assam.  | Central India. | Nizam's territory. | Punjab. | Kash-<br>mir. | Bala-<br>chistan. | Raj-<br>puta-<br>na<br>(Bikaner). | Mad-<br>ras. | Bur-<br>ma. | Total.     |  | To Indian ports, excluding Burma.        | To ports outside India, including Burma. | From United Kingdom.                          | From other countries. |
|        | Tons.                            | Tons.                   | Tons.   | Tons.          | Tons.              | Tons.   | Tons.         | Tons.             | Tons.                             | Tons.        | Tons.       | Tons.      |  | Tons.                                    | Tons.                                    | Tons.   | Tons.                 |
| 1885.  | 1,123,700                        | 119,116                 | 43,707  | 7,698          | ...                | ...     | ...           | ...               | ...                               | ...          | ...         | 1,204,221  | 486,716  | Information is not available.            | 500                                      | 778,043                                       | 40,659                |
| 1886.  | 1,186,902                        | 117,287                 | 70,859  | 13,559         | ...                | ...     | ...           | ...               | ...                               | ...          | ...         | 1,358,487  | 470,675  |  | 199                                      | 608,492                                       | 44,652                |
| 1887.  | 1,319,090                        | 126,981                 | 89,302  | 15,497         | 3,279              | 7,523   | ...           | 411               | ...                               | ...          | ...         | 1,564,063  | 438,774  |  | 315                                      | 786,149                                       | 43,010                |
| 1888.  | 1,390,594                        | 157,768                 | 101,528 | 41,580         | 13,382             | 11,249  | ...           | 2,802             | ...                               | ...          | ...         | 1,708,908  | 551,770  |  | 15,796                                   | 785,776                                       | 20,463                |
| 1889.  | 1,541,356                        | 144,465                 | 110,676 | 52,956         | 59,646             | 22,835  | ...           | 8,238             | ...                               | ...          | ...         | 1,916,172  | 715,240  |  | 39,972                                   | 717,024                                       | 52,180                |
| 1890.  | 1,620,245                        | 137,022                 | 145,708 | 77,842         | 125,486            | 10,077  | ...           | 15,511            | ...                               | ...          | ...         | 2,168,521  | 654,829  |  | 26,336                                   | 631,725                                       | 21,827                |
| 1891.  | 1,717,122                        | 141,736                 | 154,208 | 89,741         | 144,668            | 60,714  | ...           | 10,368            | ...                               | 20           | ...         | 2,328,577  | 797,142  |  | 4,515                                    | 726,069                                       | 17,344                |
| 1892.  | 1,920,050                        | 132,005                 | 164,050 | 88,633         | 119,601            | 66,352  | ...           | 13,264            | ...                               | 61           | 3,670       | 2,537,896  | 885,492  |  | 15,725                                   | 628,374                                       | 24,123                |
| 1893.  | 1,902,866                        | 135,119                 | 161,420 | 94,348         | 157,121            | 77,294  | ...           | 20,694            | ...                               | 562          | 9,938       | 2,562,001  | 924,900  |  | 52,302                                   | 616,319                                       | 18,066                |
| 1894.  | 2,035,034                        | 140,193                 | 169,448 | 102,837        | 210,525            | 66,467  | ...           | 24,753            | ...                               | 1,387        | 12,111      | 2,823,907  | 1,062,748  |  | 143,813                                  | 154,582                                       | 675,043               |
| 1895.  | 2,716,155                        | 122,776                 | 172,717 | 118,479        | 292,915            | 73,493  | ...           | 25,458            | ...                               | 1,737        | 17,289      | 3,540,019  | 1,119,621  |  | 162,276                                  | 211,407                                       | 773,675               |
| 1896.  | 3,037,920                        | 141,155                 | 177,259 | 115,386        | 262,681            | 79,017  | ...           | 26,257            | ...                               | ...          | 22,693      | 3,863,698  | 1,182,051  |  | 389,842                                  | 191,030                                       | 524,420               |
| 1897.  | 3,142,497                        | 131,629                 | 185,583 | 124,778        | 365,559            | 92,792  | ...           | 13,043            | ...                               | ...          | 11,472      | 4,066,204  | 1,338,120  |  | 731,742                                  | 399,979                                       | 210,257               |
| 1898.  | 3,622,090                        | 149,709                 | 200,329 | 134,726        | 394,622            | 85,862  | ...           | 13,372            | 811                               | ...          | 6,975       | 4,608,196  | 1,418,241  |  | 737,689                                  | 490,290                                       | 297,076               |
| 1899.  | 4,035,265                        | 156,576                 | 225,623 | 164,569        | 401,216            | 81,835  | ...           | 15,822            | 4,249                             | ...          | 8,105       | 5,003,260  | 1,560,771  |  | 672,311                                  | 467,306                                       | 496,451               |
| 1900.  | 4,978,492                        | 172,842                 | 216,736 | 164,489        | 469,291            | 74,083  | ...           | 23,281            | 9,250                             | ...          | 10,228      | 6,118,692  | 1,858,061  |  | 1,030,709                                | 711,874                                       | 91,710                |
| 1901.  | 5,457,585                        | 191,516                 | 254,100 | 164,362        | 421,218            | 67,730  | ...           | 24,650            | 12,094                            | ...          | 12,406      | 6,635,727  | 1,956,631  |  | 1,157,892                                | 845,953                                       | 112,519               |
| 1902.  | 6,259,336                        | 196,981                 | 221,096 | 171,538        | 455,424            | 55,973  | 1,090         | 30,889            | 16,500                            | ...          | 13,302      | 7,424,402  | 2,031,992  |  | 974,602                                  | 723,316                                       | 198,574               |
| 1903.  | 6,861,212                        | 150,154                 | 239,328 | 193,277        | 362,733            | 43,704  | 999           | 46,909            | 21,764                            | ...          | 9,806       | 7,438,386  | 2,203,889  |  | 1,235,318                                | 723,873                                       | 193,711               |
| 1904.  | 7,063,680                        | 139,027                 | 268,705 | 185,774        | 419,546            | 45,594  | 270           | 49,867            | 45,078                            | ...          | 1,105       | 8,216,706  | 2,447,341  |  | 1,447,867                                | 893,885                                       | *176,703              |
| 1905.  | *7,234,168                       | 147,265                 | 277,065 | 157,701        | 454,294            | 62,622  | ...           | *11,725           | 42,064                            | ...          | ...         | *8,417,739 | 2,668,424  |  | 1,635,268                                | 1,144,669                                     | *147,780              |
| 1906.  | *8,096,393                       | 92,848                  | 285,490 | 170,292        | 467,924            | 79,000  | ...           | 42,164            | 32,872                            | ...          | 1,222       | *9,261,714 | 2,878,281  |  | 1,630,798                                | 1,394,782                                     | 199,215               |

\* Revised.

† Approximate.

## APPENDIX 29.

## State Collieries worked by Railway Companies or by the State.

| PARTICULARS.                               | KURUMBAREE AND SERAMPORE. |           | WARORA.   |           | MOHPANI.                 |          | DANDOT.                      |          | KHOST.                       |          | HARANPUR PRESSD FUEL FACTORY. |        | REMARKS.  |
|--|---------------------------|-----------|-----------|-----------|--------------------------|----------|------------------------------|----------|------------------------------|----------|-------------------------------|--------|---|
|  | 1905.                     | 1906.     | 1905.     | 1906.     | 1905.                    | 1906.    | 1905.                        | 1906.    | 1905.                        | 1906.    | 1905.                         | 1906.  |   |
| Name of owner.                             | East Indian railway.      |           | State.    |           | Great Peninsula railway. |          | North State Western railway. |          | North State Western railway. |          | North State Western railway.  |        |   |
| Capital outlay Rs.                         | 22,34,832                 | 22,85,324 | 13,24,839 | 12,84,360 | 6,58,458                 | 7,02,912 | 2,13,486                     | 2,08,177 | 3,05,815                     | 3,05,760 | 80,701                        | 72,618 | East Indian railway.—Capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1900. |
| Output { Large coal. Tons                  | 512,150                   | 510,044   | 93,306    | 24,714    | 19,192                   | 24,210   | 28,624                       | 28,947   | 4,959                        | 852      | ...                           | ...    |   |
| Small coal. Tons                           | 19,226                    | 20,060    | 29,709    | 7,613     | ...                      | ...      | 25                           | 140      | 296                          | 73       | ...                           | ...    |   |
| Slack coal. Tons                           | 86,628                    | 87,875    | ...       | ...       | *3,806                   | *3,203   | 14,513                       | 14,574   | 28,885                       | 31,575   | ...                           | ...    |   |
| Total. Tons                                | 618,004                   | 623,979   | 123,015   | 32,327    | 22,998                   | 27,503   | 43,162                       | 43,661   | 34,140                       | 32,500   | 6,162                         | 6,541  | Warora.—The decrease in the capital outlay in 1906 was due to sinking fund credits. The working of the colliery has been abandoned from 1st May 1900.   |
| Quantity issued Tons                       | 627,020                   | 649,950   | 122,843   | 32,498    | 23,388                   | 25,944   | 43,162                       | 43,661   | 34,140                       | 32,500   | 6,162                         | 6,541  | Mohpani.—Purchased by the State with effect from the 1st July 1901.   |
| Gross earnings Rs.                         | 11,20,869                 | 10,81,339 | 5,67,546  | 1,77,470  | 1,16,056                 | 1,44,437 | 3,25,404                     | 3,40,218 | 3,01,444                     | 2,73,610 | 68,426                        | 75,322 | Dandot.—The decrease in the capital outlay in 1906 was due to depreciation on the cost of works completed up to the end of the year and to a reduction of the Stores Inward Account.  |
| Working expenses Rs.                       | 11,20,800                 | 10,81,339 | 3,80,477  | 1,30,513  | 1,68,815                 | 1,77,997 | 3,21,843                     | 3,45,719 | 2,93,050                     | 2,95,382 | 67,075                        | 71,149 | Khost.—The decrease in the capital outlay in 1906 was due to the charge for capital outlay being exceeded by annual depreciation.   |
| Net earnings or loss Rs.                   | ...                       | ...       | 1,87,069  | 46,927    | -52,759                  | -33,560  | 3,561                        | -5,491   | 8,394                        | -21,772  | 1,551                         | 4,073  | Haranpur.—The decrease in the capital outlay in 1906 was due entirely to the amount written off for depreciation.   |
| Percentage on capital.                     | ...                       | ...       | 14.13     | 3.65      | ...                      | ...      | 1.06                         | ...      | 2.75                         | ...      | 1.67                          | 5.61   | *Splint coal.   |
| Average number of persons employed daily.  | 8,370                     | 6,900     | 957       | 413       | 680                      | 730      | 1,360                        | 1,340    | 719                          | 704      | 7                             | 12     |   |
| Number of tons raised per person employed. | 74                        | 90        | 125       | 78        | 34                       | 35       | 32                           | 33       | 48                           | 46       | 2                             | 1      |   |
| Number of persons killed.                  | 1                         | 1         | ...       | ...       | ...                      | ...      | 1                            | ...      | 5                            | 5        | ...                           | ...    |   |
| Number of persons injured.                 | 10                        | 10        | 4         | 2         | 1                        | 1        | 4                            | 4        | 1                            | 1        | ...                           | ...    |   |

## APPENDIX 30.

*Accidents and casualties to trains on railways treated as one System during the calendar years 1905 and 1906.*

| Description.  | Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890, i.e., serious accidents. |      | Other accidents. |       | Total number of accidents. |       | NUMBER OF PASSENGERS AND OTHERS.<br>(Figures in italics were non-passengers.) |   |  |  | NUMBER OF SERVANTS. |      |          |      | TOTAL OF ALL CLASSES. |      |          |      |
|---|---|------|------------------|-------|----------------------------|-------|---|---|--|--|---------------------|------|----------|------|-----------------------|------|----------|------|
|   |   |      |                  |       |                            |       | Killed.   |   | Injured.   |  | Killed.             |      | Injured. |      | Killed.               |      | Injured. |      |
|   | 1905  | 1906 | 1905             | 1906  | 1905                       | 1906  | 1905  | 1906  | 1905   | 1906   | 1905                | 1906 | 1905     | 1906 | 1905                  | 1906 | 1905     | 1906 |
| 1. Collisions between passenger trains or parts of passenger trains . . . . .   | 5   | 5    | 4                | 6     | 9                          | 11    | ...   | 1   | 30   | 24   | ...                 | 3    | 5        | 6    | ...                   | 4    | 35       | 30   |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line . . . . . | 20  | 40   | 31               | 26    | 51                         | 66    | 1   | 3   | 63   | $\left. \begin{matrix} 77 \\ 4 \end{matrix} \right\}$    | 1                   | 7    | 24       | 36   | 2                     | 10   | 67       | 117  |
| 3. Collisions between goods trains or parts of goods trains . . . . .   | 11  | 20   | 57               | 71    | 68                         | 91    | 1   | ...   | 4  | ...  | 1                   | 8    | 36       | 31   | 2                     | 8    | 40       | 31   |
| 4. Collisions between light engines . . . . .   | 3   | 1    | 32               | 43    | 35                         | 44    | ...   | ...   | ...  | ...  | 2                   | ...  | 5        | 5    | 2                     | ...  | 5        | 5    |
| 5. Passenger trains or parts of passenger trains leaving the rails . . . . .  | 74  | 74   | 83               | 79    | 156                        | 153   | ...   | ...   | 5  | 17   | ...                 | 1    | 10       | 4    | ...                   | 1    | 15       | 21   |
| 6. Goods trains or parts of goods trains, engines, etc., leaving the rails . . . . .  | 7   | 9    | 365              | 385   | 372                        | 394   | ...   | 1   | ...  | 4  | ...                 | ...  | 5        | 4    | ...                   | 1    | 5        | 8    |
| 7. Trains or engines travelling in the wrong direction through points . . . . .   | 9   | 11   | 88               | 143   | 97                         | 154   | ...   | ...   | 17   | ...  | ...                 | ...  | 6        | 1    | ...                   | ...  | 23       | 1    |
| 8. Trains running into stations or sidings at too high a speed . . . . .  | 5   | 4    | 27               | 24    | 32                         | 28    | ...   | ...   | 7  | ...  | ...                 | 3    | 3        | ...  | ...                   | 3    | 10       | ...  |
| 9. Trains running over cattle on the line . . . . .   | 14  | 6    | 3,274            | 3,632 | 3,288                      | 3,638 | ...   | ...   | 6  | 5  | 1                   | ...  | 2        | 1    | 1                     | ...  | 8        | 6    |
| 10. Trains running over obstructions on the line . . . . .  | 15  | 18   | 165              | 162   | 180                        | 180   | $\left\{ \begin{matrix} 1 \\ 3 \end{matrix} \right\}$                         | $\left\{ \begin{matrix} 1 \\ 0 \end{matrix} \right\}$ | $\left\{ \begin{matrix} 15 \\ 5 \end{matrix} \right\}$   | $\left\{ \begin{matrix} 12 \\ 12 \end{matrix} \right\}$  | 2                   | 2    | 1        | 4    | 6                     | 9    | 6        | 31   |
| 11. Trains running through gates at level crossings . . . . .   | 1   | ...  | 27               | 35    | 28                         | 35    | ...   | 3   | ...  | ...  | ...                 | ...  | ...      | 2    | ...                   | 3    | ...      | 2    |
| 12. The bursting of boilers of engines . . . . .  | ...   | ...  | 2                | ...   | 2                          | ...   | ...   | ...   | ...  | ...  | ...                 | ...  | ...      | ...  | ...                   | ...  | ...      | ...  |
| 13 (a) The bursting of tubes, etc., of engines . . . . .  | 1   | ...  | 298              | 288   | 299                        | 288   | ...   | ...   | ...  | ...  | ...                 | ...  | ...      | ...  | ...                   | ...  | ...      | ...  |
| Carried over . . . . .  | 165   | 188  | 4,454            | 4,294 | 4,619                      | 5,082 | $\left\{ \begin{matrix} 2 \\ 4 \end{matrix} \right\}$                         | $\left\{ \begin{matrix} 6 \\ 9 \end{matrix} \right\}$ | $\left\{ \begin{matrix} 122 \\ 15 \end{matrix} \right\}$ | $\left\{ \begin{matrix} 137 \\ 21 \end{matrix} \right\}$ | 7                   | 24   | 97       | 84   | 13                    | 39   | 234      | 252  |

## APPENDIX 30—concluded.

*Accidents and casualties to trains on railways treated as one System during the calendar years 1905 and 1906—concl'd.*

| DESCRIPTION.   | Accidents reported to Local Governments under section 83 of the Indian Railways Act, 1X of 1890, i.e., serious accidents. |       | Other accidents. |       | Total number of accidents. |       | NUMBER OF PASSENGERS AND OTHERS. (Figures in italics were not passengers.) |           |             |             | NUMBER OF SERVANTS. |            |              |              | TOTAL OF ALL CLASSES. |       |          |       |
|--|---|-------|------------------|-------|----------------------------|-------|--|-----------|-------------|-------------|---------------------|------------|--------------|--------------|-----------------------|-------|----------|-------|
|  |   |       |                  |       |                            |       | Killed.  |           | Injured.    |             | Killed.             |            | Injured.     |              | Killed.               |       | Injured. |       |
|  | 1905.   | 1906. | 1905.            | 1906. | 1905.                      | 1906. | 1905.  | 1906.     | 1905.       | 1906.       | 1905.               | 1906.      | 1905.        | 1906.        | 1905.                 | 1906. | 1905.    | 1906. |
| Brought forward  | 165   | 188   | 4,434            | 4,894 | 4,619                      | 5,083 | { 2<br>4   | { 6<br>9  | { 122<br>15 | { 137<br>21 | { 7<br>7            | { 24<br>24 | { 97<br>97   | { 94<br>94   | 13                    | 89    | 234      | 252   |
| 13. The failure of machinery, springs, etc., of engines          | 3   | ...   | 818              | 756   | 816                        | 756   | ...  | ...       | ...         | ...         | 1                   | 1          | 1            | ...          | 1                     | 1     | 1        | ...   |
| 14. The failure of tyres   | ...   | ...   | 13               | 5     | 13                         | 5     | ...  | ...       | ...         | ...         | ...                 | ...        | ...          | 3            | ...                   | ...   | ...      | 3     |
| 15. Ditto of wheels  | ...   | ...   | 7                | 16    | 7                          | 16    | ...  | ...       | ...         | ...         | ...                 | ...        | ...          | ...          | ...                   | ...   | ...      | ...   |
| 16. Ditto of axles   | 10  | 6     | 59               | 71    | 69                         | 77    | ...  | ...       | ...         | ...         | ...                 | ...        | ...          | 1            | ...                   | ...   | ...      | 1     |
| 17. Ditto of brake apparatus                                     | ...   | 1     | 4                | 6     | 4                          | 7     | ...  | ...       | ...         | ...         | ...                 | ...        | ...          | ...          | ...                   | ...   | ...      | ...   |
| 18. Ditto of couplings   | 2   | 6     | 330              | 353   | 332                        | 359   | ...  | ...       | ...         | 29          | ...                 | 1          | 5            | 4            | ...                   | 1     | 5        | 38    |
| 19. Ditto of tunnels, bridges, viaducts, culverts, etc.          | ...   | ...   | 4                | 3     | 4                          | 3     | ...  | ...       | ...         | ...         | ...                 | ...        | ...          | ...          | ...                   | ...   | ...      | ...   |
| 20. Broken rails   | 1   | 1     | 158              | 130   | 159                        | 131   | ...  | ...       | ...         | ...         | ...                 | ...        | 1            | ...          | ...                   | ...   | 1        | ...   |
| 21. The flooding of portions of permanent-way                    | 39  | 36    | 106              | 158   | 145                        | 194   | ...  | ...       | ...         | ...         | ...                 | ...        | ...          | ...          | ...                   | ...   | ...      | ...   |
| 22. Slips in cuttings or on bankments                            | 7   | 10    | 85               | 64    | 62                         | 74    | ...  | ...       | ...         | 1           | 2                   | 1          | 1            | ...          | 2                     | 1     | 1        | 1     |
| 23. Fire in trains   | 2   | 3     | 209              | 150   | 211                        | 153   | 1  | 3         | 1           | 2           | ...                 | 1          | ...          | 1            | 1                     | 4     | 1        | 3     |
| 24. Fire at stations, or involving injury to bridges or viaducts | 2   | 10    | 57               | 82    | 59                         | 62    | 1  | 2         | ...         | ...         | ...                 | 3          | 1            | 5            | 1                     | 5     | 1        | 5     |
| 25. Other accidents  | 18  | 31    | 605              | 721   | 623                        | 752   | ...  | ...       | 17          | { 25<br>1   | 5                   | 8          | 9            | 40           | 5                     | 8     | 26       | 66    |
| TOTAL  | 249   | 292   | 6,874            | 7,379 | 7,123                      | 7,671 | { 3<br>5   | { 9<br>17 | { 140<br>15 | { 194<br>22 | { 15<br>15          | { 39<br>39 | { 115<br>115 | { 148<br>148 | 23                    | 59    | 270      | 364   |

## Numerical return of servants of all races employed on each railway system (open lines only) and

| NUMBER.    |                         | RAILWAY SYSTEM.<br>(Vide Appendix 38)        | NUMBER OF SERVANTS EMPLOYED. |       |                   |       |                   |         |                   |         |
|------------|-------------------------|--|------------------------------|-------|-------------------|-------|-------------------|---------|-------------------|---------|
| Main head. | Sub-head.               |  | Europeans.                   |       | Eurasians.        |       | Natives.          |         | Total.            |         |
|            |                         |  | 1905.<br>Revised.            | 1906. | 1905.<br>Revised. | 1906. | 1905.<br>Revised. | 1906.   | 1905.<br>Revised. | 1906.   |
| 1          | ...                     | Bengal-Nagpur . . . . .                      | 447                          | 545   | 754               | 726   | 23,757            | 28,494  | 24,958            | 29,765  |
| 2          | (a) to (f) & (n) & (o). | Bombay, Baroda and Central India . . . . .   | 297                          | 329   | 271               | 217   | 15,783            | 18,384  | 16,291            | 18,890  |
| 3          | ...                     | Eastern Bengal State . . . . .               | 327                          | 379   | 411               | 517   | 26,762            | 30,516  | 27,400            | 31,412  |
| 4          | ...                     | East Indian . . . . .                        | 1,506                        | 1,531 | 1,026             | 1,064 | 76,407            | 82,221  | 70,029            | 84,819  |
| 5          | ...                     | Great Indian Peninsula . . . . .             | 1,103                        | 1,138 | 998               | 971   | 65,617            | 67,710  | 67,718            | 69,819  |
| 6          | ...                     | Madras . . . . .                             | 268                          | 308   | 1,616             | 1,666 | 24,386            | 26,667  | 26,270            | 27,641  |
| 8          | ...                     | Nizam's Guaranteed State . . . . .           | 72                           | 90    | 382               | 390   | 7,634             | 7,854   | 8,068             | 8,334   |
| 9          | ...                     | North Western State . . . . .                | 988                          | 986   | 718               | 743   | 61,660            | 64,337  | 63,366            | 66,096  |
| 10         | ...                     | Oudh and Rohilkhand State . . . . .          | 317                          | 322   | 359               | 311   | 21,273            | 21,660  | 21,049            | 22,493  |
| 11         | ...                     | Assam-Bengal . . . . .                       | 85                           | 84    | 95                | 103   | 5,774             | 6,311   | 5,954             | 6,498   |
| 12         | ...                     | Bengal and North-Western . . . . .           | 166                          | 173   | 195               | 237   | 20,022            | 21,779  | 20,383            | 22,189  |
| 13         | ...                     | Bengal Doonams . . . . .                     | 4                            | 4     | 4                 | 4     | 1,170             | 1,167   | 1,178             | 1,175   |
| 14         | ...                     | Bhavnagar-Gondal-Junagad-Forbander . . . . . | 9                            | 7     | 30                | 30    | 2,661             | 2,742   | 2,700             | 2,779   |
| 15         | ...                     | Burma . . . . .                              | 209                          | 160   | 616               | 607   | 13,673            | 15,105  | 14,498            | 15,872  |
| 16         | ...                     | Deoghur . . . . .                            | ...                          | ...   | 1                 | 1     | 66                | 66      | 67                | 67      |
| 17         | ...                     | Dibru-Sadiya . . . . .                       | 9                            | 9     | ...               | ...   | 983               | 1,053   | 992               | 1,062   |
| 18         | ...                     | Jodhpur-Bikaner . . . . .                    | 11                           | 11    | 6                 | 4     | 3,515             | 3,771   | 3,532             | 3,786   |
| 19         | ...                     | Morvi . . . . .                              | 1                            | 1     | 2                 | 2     | 388               | 388     | 391               | 391     |
| 2          | (g) to (m)              | Rajputana-Malwa . . . . .                    | 444                          | 462   | 480               | 513   | 28,072            | 28,154  | 29,005            | 29,129  |
| 20         | ...                     | Rohilkund and Kumaon . . . . .               | 27                           | 25    | 19                | 24    | 3,450             | 3,571   | 3,496             | 3,620   |
| 21         | ...                     | South Indian . . . . .                       | 157                          | 158   | 748               | 717   | 15,028            | 15,113  | 15,633            | 16,018  |
| 22         | ...                     | Southern Mahratta . . . . .                  | 188                          | 170   | 422               | 459   | 15,003            | 15,358  | 15,613            | 15,987  |
| 23         | ...                     | Udaipur-Chitor . . . . .                     | 2                            | 2     | ...               | ...   | 369               | 362     | 370               | 364     |
| 24         | ...                     | Baraset-Basirhat Light . . . . .             | ...                          | ...   | 1                 | 1     | 109               | 153     | 170               | 154     |
| 25         | ...                     | Barsi Light . . . . .                        | 2                            | 2     | 4                 | 6     | 178               | 350     | 184               | 358     |
| 26         | ...                     | Bukhtiarporo-Behar Light . . . . .           | 1                            | 1     | ...               | ...   | 111               | 115     | 112               | 116     |
| 27         | ...                     | Cutch . . . . .                              | 1                            | 1     | ...               | ...   | 55                | 55      | 56                | 56      |
| 30         | ...                     | Kalka-Simla . . . . .                        | 16                           | 17    | ...               | ...   | 312               | 325     | 323               | 342     |
| 32         | ...                     | Tarakeshwar-Magra Light . . . . .            | ...                          | ...   | 1                 | 1     | 225               | 223     | 226               | 229     |
| 33         | ...                     | Tozporo-Balipara Light . . . . .             | 2                            | 2     | 2                 | 2     | 188               | 190     | 192               | 194     |
| 35         | ...                     | Darjeeling-Himalayan . . . . .               | 24                           | 24    | 10                | 9     | 865               | 891     | 899               | 927     |
| 36         | ...                     | Howrah-Amra Light . . . . .                  | 5                            | 5     | 1                 | 1     | 370               | 445     | 376               | 451     |
| 37         | ...                     | Howrah-Sheakhala Light . . . . .             | ...                          | ...   | ...               | ...   | 104               | 95      | 104               | 95      |
| 38         | ...                     | Jorhat . . . . .                             | 1                            | 1     | ...               | ...   | 214               | 225     | 215               | 226     |
| TOTAL      |                         |  | 6,529                        | 6,850 | 9,181             | 9,386 | 486,323           | 463,108 | 452,033           | 479,284 |

## DIX 31.

*the amounts deposited by them in the Provident Fund at the close of the calendar year 1906.*

| AMOUNT DEPOSITED IN PROVIDENT FUND. |             |   |             |                             |                              | REMARKS.  |
|-------------------------------------|-------------|---|-------------|-----------------------------|------------------------------|---|
| Number of depositors.               |             | Amount at credit on the 31st December 1905. |             |                             |                              |   |
| Voluntary.                          | Compulsory. | Voluntary.                                  | Compulsory. | Bonus given by the Railway. | Total to depositors' credit. |   |
|                                     |             | Rs.   | Rs.         | Rs.                         | Rs.                          |   |
| 286                                 | 4,338       | 1,89,773                                    | 12,12,186   | 9,22,107                    | 23,34,066                    | Excludes the Provident Fund transactions of the Godhra-Rutlan-Nagda railway which are included with those of the Rajputana-Malwa railway. |
| 2                                   | 8,119       | 26,549                                      | 17,22,352   | 18,14,663                   | 35,64,064                    |   |
| 175                                 | 5,938       | 25,000                                      | 14,35,741   | 12,35,708                   | 26,98,449                    |   |
| 7,128                               | 10,420      | ...   | ...         | ...                         | 1,40,67,937                  | Amounts under voluntary and compulsory deposits and bonus given by the railway are not available.   |
| 3                                   | 8,057       | 1,027                                       | 1,03,78,634 | ...                         | 1,03,79,661                  | The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors.                            |
| 117                                 | 6,510       | 1,30,543                                    | 19,57,419   | 15,90,157                   | 36,78,119                    |   |
| ...                                 | 1,440       | ...   | 6,01,902    | 5,45,136                    | 11,47,038                    |   |
| 449                                 | 8,941       | 1,00,269                                    | 35,50,260   | 31,88,433                   | 68,38,662                    | .   |
| 148                                 | 3,302       | 31,351                                      | 10,08,543   | 8,63,414                    | 19,03,308                    |   |
| ...                                 | 1,122       | ...   | 2,51,284    | 1,61,230                    | 4,42,523                     |   |
| 10                                  | 2,294       | 69,161                                      | 8,70,907    | 8,21,083                    | 17,61,156                    |   |
| ...                                 | 180         | ...   | 33,744      | 27,294                      | 61,038                       |   |
| 170                                 | 479         | 35,874                                      | 2,05,640    | 1,50,087                    | 3,91,601                     |   |
| ...                                 | 3,038       | ...   | 9,66,962    | 7,71,660                    | 17,38,622                    |   |
| ...                                 | ...         | ...   | ...         | ...                         | ...                          |   |
| ...                                 | ...         | ...   | ...         | ...                         | ...                          |   |
| 33                                  | 396         | 6,577                                       | 91,009      | 81,933                      | 1,79,609                     | * Information not available owing to destruction of records by fire.  |
| ...                                 | 77          | ...   | 19,415      | 2,801                       | 22,216                       |   |
| ...                                 | ...         | ...   | ...         | ...                         | ...                          |   |
| 1                                   | 564         | 128   | 1,71,078    | 1,46,872                    | 3,18,068                     |   |
| 22                                  | 2,951       | 8,043                                       | 12,33,921   | 7,05,838                    | 19,47,807                    |   |
| ...                                 | 3,768       | ...   | 13,92,399   | 7,06,442                    | 20,98,841                    |   |
| ...                                 | 38          | ...   | 7,710       | 3,596                       | 11,306                       |   |
| ...                                 | 19          | ...   | 993         | 840                         | 1,833                        |   |
| ...                                 | ...         | ...   | ...         | ...                         | ...                          |   |
| ...                                 | 18          | ...   | 1,553       | 1,133                       | 2,686                        |   |
| ...                                 | ...         | ...   | ...         | ...                         | ...                          |   |
| 1                                   | 160         | 50  | 7,510       | 6,908                       | 14,474                       |   |
| ...                                 | ...         | ...   | ...         | ...                         | ...                          |   |
| ...                                 | ...         | ...   | ...         | ...                         | ...                          |   |
| ...                                 | 145         | ...   | 1,34,930    | 76,012                      | 2,11,812                     |   |
| ...                                 | 86          | ...   | 13,541      | 6,119                       | 19,660                       |   |
| ...                                 | 12          | ...   | 2,268       | 1,463                       | 3,731                        |   |
| 10                                  | 30          | 1,010                                       | 6,848       | 3,781                       | 11,589                       |   |
| 2,555                               | 67,482      | 6,35,555                                    | 2,73,09,340 | 1,38,94,974                 | 5,58,47,606                  |   |

## APPENDIX 32.

*Number of men enrolled in Railway Volunteer Corps on the 31st December 1906.*

| NUMBER.    |                        | Corps.  | ENROLLED STRENGTH. |                            |             |                |  |  | Sergeant Instructors furnished by the Army. | REMARKS. |
|------------|------------------------|---|--------------------|----------------------------|-------------|----------------|--|--|---|----------|
|            |                        |   | EFFICIENTS.        |                            |             | Non-efficient. | Total number of volunteers of all nationalities in corps, including servants on construction work. | Total number of European and Eurasian servants on open lines of railway. |   |          |
|            |                        |   | Officers.          | Non-Commissioned officers. | Volunteers. |                |  |  |   |          |
| Main head. | Sub-head.              |   |                    |                            |             |                |  |  |   |          |
| 1          | ...                    | Bengal-Nagpur ...   | 36                 | 118                        | 1,012       | 22             | 1,188  | 1,371  | 10  |          |
| 2          | (a) to (f) & (u) & (v) | Bombay, Baroda and Central India—<br>First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles ...               | 18                 | 92                         | 442         | 3              | 555  | 446  | 5   |          |
| 3          | ...                    | Eastern Bengal State ..   | 18                 | 94                         | 712         | 10             | 834  | 896  | 4   |          |
| 4          | ...                    | East Indian ...   | 76                 | 207                        | 2,097       | 36             | 2,416  | 2,598  | 18  |          |
| 5          | ...                    | Great Indian Peninsula—<br>First Battalion, Great Indian Peninsula Railway Volunteer Rifles ...                                   | 47                 | 193                        | 1,261       | 11             | 1,512  | 2,109  | 13  |          |
| 6          | ...                    | Madras ...  | 45                 | 197                        | 1,296       | 32             | 1,560  | 1,974  | 12  |          |
| 8          | ...                    | Nizam's Guaranteed State—<br>Hyderabad Volunteer Rifles ..  | 8                  | 23                         | 152         | 30             | 213  | 480  | 3   |          |
| 9          | ...                    | North Western State ...   | 44                 | 140                        | 1,034       | 53             | 1,271  | 1,739  | 12  |          |
| 10         | ...                    | Oudh and Rohilkhand State—<br>Oudh and Rohilkhand Railway Volunteer Rifles ..   | 15                 | 74                         | 433         | 10             | 532  | 633  | 4   |          |
|            |                        | Oudh and Rohilkhand Railway Reservists ...  | 2                  | 6                          | 59          | ..             | 67   |  | ...   |          |
|            |                        | Oudh Light Horse ...  | ...                | 1                          | 1           | ...            | 2  |  | ...   |          |
| 11         | ...                    | Assam-Bengal ..   | 18                 | 27                         | 223         | ...            | 268  | 187  | 3   |          |
| 12         | ...                    | Bengal and North-Western—<br>Bengal and North-Western Railway Volunteer Rifles ...  | 22                 | 45                         | 260         | ...            | 327  | 410  | 5   |          |
|            |                        | United Provinces Light Horse, Gorakhpur Squadron ...  | 2                  | 7                          | 35          | 1              | 45   |  | 1   |          |
| 14         | ...                    | Bhavnagar-Gondal-Junagad-Forbandar—<br>First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company ... | 1                  | 7                          | 23          | ..             | 30   | 37   | 1   |          |
| 15         | ...                    | Burma ...   | 29                 | 83                         | 635         | 28             | 774  | 767  | 9   |          |
| 19         | ...                    | Morvi—<br>First Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, F. Company ...                              | ...                | 1                          | 1           | ...            | 2  | 3  | ...   |          |
| 3          | (g) to (m)             | Bajpurtang-Malwa—<br>Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles ...                              | 20                 | 91                         | 656         | 7              | 783  | 975  | 11  |          |
| 20         | ...                    | Rohilkhand and Kumaon—<br>Bengal and North-Western Railway Volunteer Rifle Corps ...  | ...                | 2                          | 32          | 2              | 36   | 40   | 1   |          |
| 21         | ...                    | South Indian ..   | 27                 | 72                         | 503         | 5              | 607  | 875  | 8   |          |
| 22         | ...                    | Southern Mahratta ..  | 25                 | 130                        | 608         | ...            | 763  | 829  | 7   |          |
| 23         | ...                    | Udaipur-Chitor—<br>Bombay, Baroda and Central India Railway Volunteer Rifles ...  | ...                | 1                          | 1           | ...            | 2  | 2  | ...   |          |
| 32         | ...                    | Tamrakeswar-Magra—<br>East Indian Railway Volunteer Rifles ...  | ...                | ...                        | 1           | ...            | 1  | 1  | ...   |          |
| 35         | ...                    | Darjeeling-Himalayan—<br>Northern Bengal Mounted Rifles, "A" and "B" Troops ...   | 1                  | 3                          | 13          | ...            | 17   | 33   | 1   |          |
| TOTAL ...  |                        |   | 457                | 1,619                      | 11,470      | 250            | 13,805   | 16,104   | 128   |          |

## APPENDIX 33.

*Strength and cost of the Police force on each Railway system (open lines), and the amount of compensation payments on account of claims for goods lost or damaged, for the calendar year 1906.*

| NUMBER.       |                                       | RAILWAY SYSTEM.<br>(Vide Appendix 38.)   | Subordi-<br>nate<br>officers. | Consta-<br>bles and<br>men. | PORTION OF THE TOTAL ANNUAL COST<br>BORNE BY THE RAILWAY. |                             |                    |   | Cost of<br>force to<br>the<br>railway<br>per mile<br>open. | Compen-<br>sation<br>payments<br>on<br>account<br>of claims<br>for goods<br>lost or<br>damaged. | REMARKS. |
|---------------|---------------------------------------|--|-------------------------------|-----------------------------|---|-----------------------------|--------------------|---|--|---|----------|
| Main<br>head. | Sub-<br>head.                         |  |                               |                             | Supervi-<br>sion.   | Consta-<br>bles and<br>men. | Conti-<br>nencios. | Total<br>cost of<br>force to<br>the<br>railway. |  |   |          |
|               |                                       |  | Average<br>No.                | Average<br>No.              | Rs.   | Rs.                         | Rs.                | Rs.   | Rs.  | Rs.   |          |
| 1             | ...                                   | Bengal-Nagpur . . . .                    | 15                            | 836                         | 17,953  | 59,554                      | 4,953              | 82,460  | 40'16  | 48,387  |          |
| 2             | (a), (c)<br>to (f) &<br>(n) &<br>(e). | Bombay, Baroda and Central<br>India.     | 79                            | 578                         | 28,051  | 63,930                      | 7,025              | 99,615  | 115'66   | 44,334  |          |
| 3             | ...                                   | Eastern Bengal State . . .               | 100                           | 976                         | 780   | 75,404                      | 85                 | 76,269  | 57'41  | 1,63,695  |          |
| 4             | ...                                   | East Indian . . . . .                    | 78                            | 2 105                       | 61,395  | 1,58,638                    | 42,537             | 2,62,570  | 110'49   | 73,573  |          |
| 5             | ...                                   | Great Indian Peninsula . .               | 38                            | 1,660                       | 68,607  | 1,41,530                    | 21,351             | 2,31,557  | 77'36  | 1,03,657  |          |
| 6             | ...                                   | Madras . . . . .                         | 23                            | 783                         | 14,506  | 89,491                      | 9,674              | 1,13,271  | 71'10  | 6,854   |          |
| 8             | ...                                   | Nizam's Guaranteed State .               | 3                             | 391                         | 17,634  | 40,011                      | 4 200              | 61,843  | 83'27  | 1,380   |          |
| 9             | ...                                   | North Western State . . .                | ...                           | 1,563                       | ...   | 1,50,992                    | 1,116              | 1,52,108  | 35'31  | 1,45,271  |          |
| 10            | ...                                   | Oudh and Rohilkhand State .              | 9                             | 659                         | 5,728   | 47,752                      | 1,742              | 55,223  | 41'70  | 20,337  |          |
| 11            | ...                                   | Assam-Bengal . . . . .                   | 5                             | 229                         | 8,603   | 17,767                      | 1,814              | 29,184  | 36'56  | 3,020   |          |
| 12            | ...                                   | Bengal and North-Western .               | 29                            | 655                         | 3,130   | 59,754                      | 1,171              | 64,055  | 41'42  | 6,329   |          |
| 13            | ...                                   | Bengal Dockers . . . . .                 | ...                           | 10                          | ...   | 1,063                       | ...                | 1,063   | 6'98   | 491   |          |
| 14            | ...                                   | Bhavnagar-Gondal-Junagad-Pur-<br>bandar. | 26                            | 123                         | 16,787  | 11,138                      | 6,807              | 34,592  | 75'95  | 472   |          |
| 15            | ...                                   | Burma . . . . .                          | 87                            | 480                         | 29,937  | 75,897                      | 18,109             | 1,23,743  | 92'34  | 16,329  |          |
| 16            | ...                                   | Jodhpur-Bikaner . . . . .                | 3                             | 41                          | 1,860   | 4,217                       | 614                | 6,700   | 8'04   | 6,072   |          |
| 17            | (b) &<br>(g) to<br>(m).               | Rajputana-Malwa . . . . .                | 117                           | 1,022                       | 37,200  | 82,443                      | 10,142             | 1,29,885  | 59'58  | 59,947  |          |
| 18            | ...                                   | Morvi . . . . .                          | 6                             | 14                          | 658   | 5,695                       | 240                | 6,538   | 69'66  | 22  |          |
| 19            | ...                                   | Rohilkund and Kumaon . . .               | 12                            | 173                         | 1,741   | 13,548                      | 1,487              | 16,776  | 47'27  | 1,207   |          |
| 20            | ...                                   | South Indian . . . . .                   | ...                           | 247                         | ...   | 71,953                      | ...                | 71,953  | 52'89  | 5,066   |          |
| 21            | ...                                   | Southern Mahratta . . . . .              | 14                            | 753                         | 22,790  | 87,946                      | 8,750              | 1,19,486  | 71'47  | 8,659   |          |
| 22            | ...                                   | Barsi Light . . . . .                    | 1                             | 7                           | 250   | 772                         | 25                 | 1,058   | 13'41  | 58  |          |
| 23            | ...                                   | Kalka Simla . . . . .                    | 1                             | 44                          | 329   | 2,901                       | 40                 | 3,270   | 55'01  | 682   |          |

## APPENDIX 34.

Transactions of the Fine Funds for the calendar year 1906.

| NUMBER. |                              | RAILWAY SYSTEM.<br>(Vide Appendix 38.) | ASSETS.  |  |                      |          | DISBURSEMENTS.                |                          |          |                   |                |        | Balance on 31st December 1906. |
|---------|------------------------------|--|--|--|----------------------|----------|-------------------------------|--------------------------|----------|-------------------|----------------|--------|--------------------------------|
| Main    | Sub-head.                    |  | Balance on 31st December 1906. (Revised)                           | Fines and bonus forfeited during 1906. | Interest on balance. | Total.   | Hospitals for sick employees. | Compensation allowances. | Schools. | Recreation clubs. | Miscellaneous. | Total. |                                |
| Rs.     | Rs.                          | Rs.                                    | Rs.  | Rs.                                    | Rs.                  | Rs.      | Rs.                           | Rs.                      | Rs.      | Rs.               | Rs.            | Rs.    | Rs.                            |
| 1       | ...                          | Bengal-Nagpur                          | 28,718   | 18,439                                 | 745                  | 47,902   | ...                           | ...                      | 1,235    | 4,300             | 6,695          | 12,130 | 35,772                         |
| 2       | (a), (c) to (f) & (n) & (o). | Bombay, Baroda and Central India       | 2,622  | 5,890                                  | 64                   | 8,576    | 107                           | 607                      | 240      | 860               | 5,622          | 7,436  | 1,140                          |
| 3       | ...                          | Eastern Bengal State                   | 12,878   | 10,501                                 | 392                  | 23,771   | ...                           | 242                      | 3,510    | 6,183             | 1,659          | 11,594 | 12,177                         |
| 4       | ...                          | East Indian                            | 1,06,719   | 16,481                                 | 3,072                | 1,26,272 | ...                           | 238                      | 2,319    | 18,035            | 24,420         | 45,007 | 81,265                         |
| 5       | ...                          | Great Indian Peninsula                 | 16,641   | 15,829                                 | 594                  | 33,061   | ...                           | 4,667                    | 1,120    | 2,492             | 15,330         | 22,949 | 10,112                         |
| 6       | ...                          | Madras                                 | 1,06,978   | 10,454                                 | 4,100                | 1,21,532 | 105                           | 10,327                   | 2,753    | 114               | 17,330         | 30,631 | 90,848                         |
| 8       | ...                          | Nizam's Guaranteed State               | 9,410  | 2,584                                  | 331                  | 12,325   | ...                           | ...                      | 120      | ...               | 772            | 802    | 14,433                         |
| 9       | ...                          | North Western State                    | 17,446   | 21,993                                 | 594                  | 40,033   | ...                           | 143                      | 8,465    | 10,704            | 3,863          | 23,180 | 16,853                         |
| 10      | ...                          | Oudh and Rohilkhand State              | 8,309  | 10,083                                 | 275                  | 18,667   | ...                           | ...                      | ...      | 609               | 3,537          | 4,146  | 14,521                         |
| 11      | ...                          | Assam-Bengal                           | 9,662  | 10,753                                 | ...                  | 20,415   | ...                           | 130                      | 661      | 3,816             | 7,193          | 11,806 | 8,615                          |
| 12      | ...                          | Bengal and North-Western               | 90,083   | 13,878                                 | 1,454                | 1,05,445 | ...                           | 68                       | 1,125    | 1,593             | 5,186          | 7,967  | 97,478                         |
| 13      | ...                          | Bengal Doonars                         | 1,618  | 657                                    | 41                   | 2,316    | ...                           | ...                      | 142      | 505               | ...            | 647    | 1,669                          |
| 14      | ...                          | Bhavnagar-Gondal-Junagadh-Porbandar    | 6,120  | 894                                    | 196                  | 7,210    | ...                           | 109                      | ...      | 639               | 673            | 1,412  | 5,798                          |
| 15      | ...                          | Burma                                  | 6,999  | 20,758                                 | ...                  | 27,757   | ...                           | 50                       | 2,571    | 7,362             | 13,095         | 23,085 | 4,672                          |
| 18      | ...                          | Jodhpur-Bikaner                        | 6,810  | 2,724                                  | ...                  | 9,534    | ...                           | ...                      | 215      | 732               | ...            | 948    | 8,576                          |
| 19      | ...                          | Morvi                                  | 1,549  | 45                                     | ...                  | 1,594    | ...                           | 114                      | ...      | ...               | 5              | 119    | 1,475                          |
| 2       | (b) & (g) to (m).            | Rajputana-Malwa                        | Information not available owing to destruction of records by fire. |  |                      |          |                               |                          |          |                   |                |        |                                |
| 20      | ...                          | Rohilkhand and Kumaon                  | 29,549   | 3,049                                  | 983                  | 33,581   | ...                           | ...                      | ...      | 940               | ...            | 940    | 32,641                         |
| 21      | ...                          | South Indian                           | 1,48,048   | 6,970                                  | 4,390                | 1,60,008 | 153                           | 925                      | 561      | 8,893             | 1,330          | 11,865 | 1,48,143                       |
| 22      | ...                          | Southern Mahratta                      | 1,706  | 4,653                                  | 30                   | 6,448    | 9                             | 200                      | 1,201    | 2,425             | 475            | 4,400  | 2,058                          |
| 23      | ...                          | Udaipur-Chitor                         | 310  | 68                                     | ...                  | 417      | ...                           | ...                      | ...      | ...               | ...            | ...    | 417                            |
| 24      | ...                          | Baraset-Basirhat Light                 | ...  | 78                                     | ...                  | 78       | ...                           | ...                      | ...      | ...               | 79             | 78     | ...                            |
| 26      | ...                          | Bukhtiarpore-Bihar Light               | ...  | 34                                     | ...                  | 34       | ...                           | ...                      | ...      | ...               | 34             | 34     | ...                            |
| 30      | ...                          | Kalka-Simla                            | 547  | 396                                    | ...                  | 943      | ...                           | ...                      | ...      | 210               | 23             | 263    | 680                            |
| 33      | ...                          | Tarakeshwar-Magra Light                | ...  | 13                                     | ...                  | 13       | 13                            | ...                      | ...      | ...               | ...            | 13     | ...                            |
| 38      | ...                          | Tozporo-Balipara Light                 | 16   | 67                                     | ...                  | 83       | ...                           | ...                      | 56       | ...               | ...            | 66     | 27                             |
| 35      | ...                          | Darjeeling-Himalayan                   | 196  | 108                                    | ...                  | 299      | ...                           | ...                      | ...      | 150               | 27             | 177    | 122                            |
| 36      | ...                          | Howrah-Amta Light                      | ...  | 223                                    | ...                  | 223      | ...                           | ...                      | ...      | ...               | 223            | 223    | ...                            |
| 37      | ...                          | Howrah-Sheekhala Light                 | ...  | 39                                     | ...                  | 39       | ...                           | ...                      | ...      | ...               | 39             | 39     | ...                            |
| 38      | ...                          | Jorhat                                 | 373  | 106                                    | 11                   | 490      | ...                           | ...                      | ...      | ...               | 120            | 120    | 370                            |

## APPENDIX 35.

*Railway and Railway Aided Schools at the close of the calendar year 1906.*

| Main head. | Sub-head.        | RAILWAY SYSTEM.<br>(Vide Appendix 38.) | RAILWAY SCHOOLS.   |                      |                           |                          |                           |                |               |                 |                 |          | Expenditure. | RAILWAY AIDED SCHOOLS. |                           |                          |                |                 | REMARKS.   |  |
|------------|------------------|--|--------------------|----------------------|---------------------------|--------------------------|---------------------------|----------------|---------------|-----------------|-----------------|----------|--------------|------------------------|---------------------------|--------------------------|----------------|-----------------|--|--|
|            |                  |  | Number of schools. | ATTENDANCE.          |                           |                          |                           | CONTRIBUTIONS. |               |                 |                 |          |              | Number of schools.     | AVERAGE DAILY ATTENDANCE. |                          | RAILWAY GRANT. |                 |  |  |
|            |                  |  |                    | Children.            |                           | Apprentices and workmen. |                           | By Government. | By Railway.   |                 | By school fees. | Total.   |              |                        | Children.                 | Apprentices and workmen. | From Revenue.  | From Fine Fund. |  |  |
|            |                  |  |                    | Number on the rolls. | Average daily attendance. | Number on the rolls.     | Average daily attendance. |                | From Revenue. | From Fine Fund. |                 |          |              |                        |                           |                          |                |                 |  |  |
|            |                  |  |                    |                      |                           |                          |                           | Rs.            | Rs.           | Rs.             | Rs.             | Rs.      | Rs.          |                        |                           | Rs.                      | Rs.            |                 |  |  |
| 1          | ...              | B. N. { European                       | 6                  | 241                  | 156                       | ...                      | ...                       | 4,127          | 3,500         | 400             | 4,653           | 12,880   | 12,232       | 3                      | 63                        | ...                      | 900            | ...             |  |  |
|            |                  | Native .                               | 3                  | 244                  | 194                       | ...                      | ...                       | ...            | 875           | 835             | 905             | 2,615    | 3,732        | ...                    | ...                       | ...                      | ...            | ...             |  |  |
| 2          | (a) to (n) & (o) | B. & C. I. { European                  | 3                  | 79                   | 58                        | 6                        | 5                         | 526            | 3,280         | 165             | 2,375           | 6,826    | 6,224        | 18                     | 62                        | ...                      | 3,123          | ...             |  |  |
|            |                  | Native .                               | 2                  | 10                   | 7                         | 18                       | 16                        | 239            | 393           | 75              | 225             | 932      | 883          | ...                    | ...                       | ...                      | ...            | ...             |  |  |
| 3          | ...              | E. B.S. { European                     | ...                | ...                  | ...                       | ...                      | ...                       | ...            | ...           | ...             | ...             | ...      | ...          | 5                      | 109                       | 27                       | 2,449          | 2,449           |  |  |
|            |                  | Native .                               | 5                  | 96                   | 73                        | 269                      | 91                        | ...            | 1,081         | ...             | ...             | 1,081    | 1,081        | 13                     | 373                       | ...                      | 1,061          | 1,061           |  |  |
| 4          | ...              | E. I. { European                       | 19                 | 648                  | 767                       | 90                       | 71                        | 17,345         | 23,982        | ...             | 92,134          | 1,33,461 | 1,31,824     | 4                      | 160                       | ...                      | 1,629          | ...             |  |  |
|            |                  | Native .                               | 67                 | 2,637                | 1,865                     | 3,166                    | 1,203                     | 3,194          | 3,570         | 2,139           | 12,434          | 21,321   | 20,974       | 1                      | 29                        | ...                      | ...            | 180             |  |  |
| 5          | (a)              | G. I. P. { European                    | 5                  | 255                  | 210                       | ...                      | ...                       | 2,709          | 12,943        | 833             | 2,678           | 19,223   | 19,223       | 8                      | 76                        | ...                      | 3,615          | 163             |  |  |
|            |                  | Native .                               | ...                | ...                  | ...                       | ...                      | ...                       | ...            | ...           | ...             | ...             | ...      | ...          | 12                     | 434                       | ...                      | 2,373          | ...             |  |  |
| 5          | (b) to (U)       | I. M. { European                       | 2                  | 108                  | 70                        | ...                      | ...                       | 1,120          | 4,679         | 124             | 1,222           | 7,145    | 7,115        | 2                      | 8                         | ...                      | 46             | ...             |  |  |
| 6          | ...              | M. { European                          | 9                  | 405                  | 344                       | ...                      | ...                       | 4,251          | 23,173        | 2,758           | 4,191           | 34,776   | 35,341       | 14                     | 187                       | ...                      | 4,754          | ...             |  |  |
| 8          | (a) & (b)        | N. G. S. { European                    | 2                  | 78                   | 60                        | ...                      | ...                       | ...            | 1,668         | ...             | 139             | 2,207    | 1,819        | 3                      | 139                       | ...                      | 510            | ...             |  |  |
|            |                  | Native .                               | 2                  | 72                   | 57                        | 12                       | 6                         | ...            | 1,027         | ...             | 173             | 1,000    | 1,034        | 6                      | 421                       | ...                      | 540            | 120             |  |  |
| 9          | ...              | W. { European                          | 2                  | 87                   | 67                        | 18                       | 12                        | 2,259          | 2,631         | 749             | 710             | 6,399    | 6,663        | 18                     | 105                       | ...                      | 11,146         | 3,392           | In addition to these grants from the F.R. Fund, the North Western State railway has contributed Rs. 2,7 for the "Oakgrove School" at Mussoor and Rs. 66 to the Cathedral Orphanage Lahore. |  |
|            |                  | Native .                               | 25                 | 110                  | 98                        | 2,339                    | 493                       | ...            | 5,298         | 100             | 278             | 5,736    | 4,811        | 4                      | 194                       | 2                        | 2,008          | 707             |  |  |
| 10         | ...              | O. & R. { European                     | 4                  | 46                   | 38                        | 37                       | 33                        | 525            | 2,631         | ...             | 1,038           | 4,344    | 3,206        | 17                     | 76                        | ...                      | 7,915          | ...             |  |  |
|            |                  | Native .                               | 3                  | ...                  | ...                       | 91                       | 33                        | ...            | 362           | ...             | ...             | 362      | 362          | 3                      | 142                       | ...                      | 1,189          | ...             |  |  |
| 11         | ...              | A. B. { European                       | 1                  | 8                    | 6                         | ...                      | ...                       | 348            | 1,200         | 153             | 86              | 1,787    | 1,566        | ...                    | ...                       | ...                      | ...            | ...             |  |  |
|            |                  | Native .                               | ...                | ...                  | ...                       | ...                      | ...                       | ...            | ...           | ...             | ...             | ...      | ...          | 2                      | 35                        | ...                      | ...            | 508             |  |  |
| 12         | ...              | B. & N. W. { European                  | 2                  | 70                   | 61                        | ...                      | ...                       | 1,770          | 2,709         | 1,125           | 961             | 6,416    | 5,621        | ...                    | ...                       | ...                      | ...            | ...             |  |  |
|            |                  | Native .                               | ...                | ...                  | ...                       | ...                      | ...                       | ...            | ...           | ...             | ...             | ...      | ...          | 2                      | 43                        | ...                      | 321            | ...             |  |  |
| 13         | ...              | B. D. Native .                         | ...                | ...                  | ...                       | ...                      | ...                       | ...            | ...           | ...             | ...             | ...      | ...          | 1                      | 18                        | ...                      | ...            | 142             |  |  |
| 14         | ...              | B. G. J. P. { European                 | 1                  | 25                   | 16                        | ...                      | ...                       | ...            | 996           | ...             | 898             | 1,394    | 1,279        | ...                    | ...                       | ...                      | ...            | ...             |  |  |
|            |                  | Native .                               | 2                  | 89                   | 72                        | ...                      | ...                       | ...            | 584           | ...             | 249             | 833      | 821          | ...                    | ...                       | ...                      | ...            | ...             |  |  |
| 15         | ...              | B. { European                          | 3                  | 67                   | 45                        | 18                       | 17                        | 2,010          | 75            | 675             | 1,476           | 4,236    | 4,117        | 16                     | 33                        | ...                      | 423            | 423             |  |  |
|            |                  | Native .                               | 2                  | 140                  | 95                        | 17                       | 16                        | 2,444          | 415           | 1,105           | 2,214           | 6,208    | 5,389        | 13                     | 37                        | ...                      | 278            | 278             |  |  |
| 17         | ...              | D. S. Native .                         | 1                  | 63                   | 50                        | ...                      | ...                       | ...            | 300           | ...             | 502             | 802      | 1,627        | ...                    | ...                       | ...                      | ...            | ...             |  |  |
| 18         | ...              | J. B. Native .                         | 1                  | 12                   | 8                         | ...                      | ...                       | ...            | ...           | ...             | 225             | ...      | 225          | ...                    | ...                       | ...                      | ...            | ...             |  |  |
| 18         | (c)              | H. G. V. { European                    | 2                  | 50                   | 35                        | ...                      | ...                       | ...            | 737           | ...             | 240             | 977      | 772          | ...                    | ...                       | ...                      | ...            | ...             |  |  |
|            |                  | Native .                               | ...                | ...                  | ...                       | ...                      | ...                       | ...            | ...           | ...             | ...             | ...      | ...          | 1                      | 38                        | ...                      | 120            | ...             |  |  |
| 20         | (g) to (m)       | R. M. { European                       | 7                  | 177                  | 138                       | 95                       | 86                        | 2,415          | 3,316         | 3,120           | 4,278           | 13,129   | 13,010       | 1                      | 65                        | ...                      | 180            | ...             |  |  |
|            |                  | Native .                               | 5                  | 258                  | 206                       | 80                       | 74                        | 960            | 586           | 1,447           | 2,245           | 5,238    | 5,230        | ...                    | ...                       | ...                      | ...            | ...             |  |  |
| 21         | ...              | S. I. { European                       | 4                  | 162                  | 120                       | 3                        | 3                         | 1,240          | 4,352         | 504             | 827             | 6,983    | 4,916        | ...                    | ...                       | ...                      | ...            | ...             |  |  |
|            |                  | Native .                               | 1                  | 58                   | 41                        | ...                      | ...                       | 115            | 470           | ...             | 202             | 787      | 470          | ...                    | ...                       | ...                      | ...            | ...             |  |  |
| 22         | ...              | S. M. { European                       | 9                  | 212                  | 179                       | ...                      | ...                       | 831            | 5,939         | 80              | 1,561           | 8,411    | 8,440        | 7                      | 304                       | ...                      | ...            | 850             |  |  |
|            |                  | Native .                               | 6                  | 181                  | 150                       | 103                      | 85                        | 156            | 1,050         | 250             | 1,393           | 2,849    | 2,516        | 1                      | 108                       | ...                      | ...            | 111             |  |  |
| 23         | ...              | T. B. Native .                         | 1                  | ...                  | ...                       | 29                       | 9                         | ...            | 32            | 56              | ...             | 88       | 88           | ...                    | ...                       | ...                      | ...            | ...             |  |  |
| Total      |                  |  | 207                | 6,898                | 5,289                     | 6,381                    | 2,208                     | 48,446         | 1,14,236      | 17,129          | 1,40,520        | 3,20,331 | 3,12,658     | 175                    | 3,780                     | 29                       | 48,085         | 10,964          |  |  |

## APPENDIX 38.

*History of open lines of railways, and of lines under construction or sanctioned for commencement, on the 31st December 1906.*

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| 13         | (b)       | Bengal Doonra Extensions . . . . .   | 171   |            |           |  |       |
| 1          | (a)       | Bengal-Nagpur . . . . .  | 113   |            |           |  |       |
| 8          | (b)       | Bezwada Extension . . . . .  | 156   | 6          | (a)       | Madras . . . . .   | 148   |
| 22         | (h)       | Bezwada-Masulipatnam . . . . .   | 201   | 6          | (d)       | Madras (North-East line) . . . . .                             | 152   |
| 14         | (a)       | Bhavnagar Gondal-Junagadh-Forbandar . . . . .  | 171   | 5          | (h)       | Mathoran Light . . . . .                                       | 148   |
| 5          | (c)       | Bhopal-Itarsi (British section) . . . . .  | 143   | 1          | (c)       | Mourblanj . . . . .  | 118   |
| 5          | (c)       | Bhopal-Itarsi (Native State section) . . . . .   | 143   | 6          | (j)       | Morappur-Dharnapuri . . . . .                                  | 154   |
| 5          | (d)       | Bhopal-Ujjain . . . . .  | 144   | 19         | (e)       | Morvi . . . . .  | 181   |
| 18         | (b)       | Bikaner . . . . .  | 183   | 3          | (c)       | Mysore-Mysore-Jaipur-Jagannathgarh . . . . .                   | 133   |
| 5          | (e)       | Bina-Goonah-Baran . . . . .  | 145   | 22         | (h)       | Mysore-Mysore-Jaipur . . . . .                                 | 199   |
| 22         | (c)       | Birur-Shimoga . . . . .  | 196   | 12         | (i)       | Mysore section (Southern Mahratta) . . . . .                   | 199   |
| 2          | (a)       | Bombay, Baroda and Central India . . . . .   | 116   |            |           |  |       |
| 26         | (a)       | Bukhtiarpur-Bihar Light . . . . .  | 201   |            |           |  |       |
| 15         | (a)       | Burma . . . . .  | 175   |            |           |  |       |
| 15         | (b)       | Burma extensions . . . . .   | 179   |            |           |  |       |
| C          |           |  |       | N          |           |  |       |
| 10         | (c)       | Cawnpore-Burhwal (3' 3 1/2' gauge) link . . . . .  | 168   | 7          | (a)       | Nagda-Matira . . . . .   | 155   |
| 3          | (d)       | Cooch Behar . . . . .  | 173   | 2          | (c)       | Nagda-Ujjain . . . . .   | 118   |
| 27         | (a)       | Cuteh . . . . .  | 204   | 6          | (c)       | Nalari . . . . .   | 132   |
| D          |           |  |       | 8          | (c)       | Nizam's Guaranteed State . . . . .                             | 155   |
| 9          | (j)       | Dandi Light . . . . .  | 165   | 9          | (a)       | North Western (State) . . . . .                                | 158   |
| 35         | (a)       | Darjeeling-Himalayan . . . . .   | 208   | 9          | (c)       | Nowshera-Durgai . . . . .                                      | 165   |
| 4          | (b)       | Delhi-Unbulla Kalka . . . . .  | 137   |            |           |  |       |
| 16         | (a)       | Deoghur . . . . .  | 179   |            |           |  |       |
| 28         | (a)       | Dholpur-Bari . . . . .   | 205   | 7          | (a)       | Ondh and Rohilkhand (State) . . . . .                          | 106   |
| 14         | (b)       | Durgamcherry . . . . .   | 176   |            |           |  |       |
| 17         | (a)       | Dhru-Sidwa . . . . .   | 180   |            |           |  |       |
| 29         | (a)       | Dwaru-Thurra Light . . . . .   | 205   |            |           |  |       |
| E          |           |  |       | P          |           |  |       |
| 3          | (a)       | Eastern Bengal (State), Eastern, Southern and Central sections (5' 6" gauge) . . . . .                               | 129   | 2          | (k)       | Palampur-Deosa . . . . .                                       | 124   |
| 3          | (b)       | " " Northern, Behar, Dacca and Kumaon-Dhuri sections (3' 6" gauge) . . . . .   | 130   | 1          | (d)       | Parikundi Light . . . . .                                      | 116   |
| 4          | (a)       | " " Ranghat-Krishnagar and Teetla Kurigram branches and British section, Santabari extension (2' 6" gauge) . . . . . | 130   | 2          | (d)       | Patid-Cambay (Anand Tarapur section) . . . . .                 | 119   |
| 4          | (a)       | East Indian . . . . .  | 131   | 2          | (e)       | Patid-Cambay (Tarapur Cambay section) . . . . .                | 120   |
| G          |           |  |       | 21         | (c)       | Pondicherry . . . . .  | 191   |
| 2          | (n)       | Gadkwar's Dabhoi . . . . .   | 128   | 20         | (c)       | Powayan Light . . . . .  | 188   |
| 2          | (i)       | Gadkwar's Mohana . . . . .   | 128   | 1          | (g)       | Purulia-Ranchi . . . . .                                       | 116   |
| 2          | (b)       | Godhra-Ruthum-Nagda . . . . .  | 118   |            |           |  |       |
| 1          | (f)       | Gondia-Chanda . . . . .  | 116   |            |           |  |       |
| 6          | (a)       | Great Indian Peninsula . . . . .   | 199   |            |           |  |       |
| 23         | (d)       | Guntakal-Mysore Frontier . . . . .   | 190   |            |           |  |       |
| 5          | (g)       | Gwalior Light . . . . .  | 147   |            |           |  |       |
| H          |           |  |       | R          |           |  |       |
| 10         | (b)       | Hardwar-Delra . . . . .  | 167   | 1          | (a)       | Raipur-Dhantari . . . . .                                      | 114   |
| 22         | (e)       | Hindupur (Yesvantpur-Mysore Frontier) . . . . .  | 197   | 2          | (a)       | Rajppla . . . . .  | 129   |
| 22         | (f)       | Hopet Kottur . . . . .   | 198   | 9          | (e)       | Rajputana-Bhatinda . . . . .                                   | 162   |
| 36         | (a)       | Howrah-Anto Light . . . . .  | 209   | 3          | (f)       | Rajputana-Malwa . . . . .                                      | 125   |
| 37         | (a)       | Howrah-Sheekhala Light . . . . .   | 210   | 20         | (a)       | Rohilkhand and Kumaon . . . . .                                | 155   |
| 8          | (c)       | Hyderabad-Godavari Valley . . . . .  | 157   |            |           |  |       |
| I          |           |  |       | S          |           |  |       |
| 5          | (f)       | Indian-Midland . . . . .   | 146   | 6          | (i)       | Salem-Attur . . . . .  | 155   |
| J          |           |  |       | 22         | (m)       | Sangli . . . . .   | 202   |
| 2          | (j)       | Jaipur (Siwai-Madhupur) . . . . .  | 124   | 31         | (a)       | Shabdara (Delhi)-Saharanpur Light . . . . .                    | 206   |
| 9          | (c)       | Jammu and Kashmir (Native State section) . . . . .   | 160   | 6          | (j)       | Shorapur-Cochin . . . . .                                      | 153   |
| 14         | (c)       | Jamnagar . . . . .   | 173   | 4          | (c)       | South Bihar . . . . .  | 138   |
| 14         | (d)       | Jetalsar-Rajkot . . . . .  | 177   | 21         | (a)       | South Indian . . . . .   | 168   |
| 18         | (a)       | Jodhpur . . . . .  | 183   | 12         | (a)       | Southern Mahratta . . . . .                                    | 194   |
| 19         | (c)       | Jodhpur-Hyderabad (British section) . . . . .  | 184   | 9          | (f)       | Southern Punjab . . . . .                                      | 183   |
| 38         | (a)       | Jorhat . . . . .   | 211   | 9          | (g)       | Southern Punjab "Ludhiana" extension . . . . .                 | 184   |
| 1          | (b)       | Jubbulpore-Gondia extension . . . . .  | 114   |            |           |  |       |
| 9          | (k)       | Jullundur-Kapurthalla-Sultanpur (British section) . . . . .  | 160   |            |           |  |       |
| 9          | (l)       | Jullundur-Kapurthalla-Sultanpur (Native State section) . . . . .   | 166   |            |           |  |       |
|            |           |  |       | T          |           |  |       |
| 2          | (j)       | Jaipur (Siwai-Madhupur) . . . . .  | 124   | 21         | (d)       | Tanjore District Board . . . . .                               | 198   |
| 9          | (c)       | Jammu and Kashmir (Native State section) . . . . .   | 160   | 2          | (f)       | Tapti Valley . . . . .   | 121   |
| 14         | (c)       | Jamnagar . . . . .   | 173   | 32         | (a)       | Tarakeswar-Magra Light . . . . .                               | 206   |
| 14         | (d)       | Jetalsar-Rajkot . . . . .  | 177   | 4          | (d)       | Turko-sur . . . . .  | 138   |
| 18         | (a)       | Jodhpur . . . . .  | 183   | 33         | (a)       | Tozpur-Balipara Light . . . . .                                | 207   |
| 19         | (c)       | Jodhpur-Hyderabad (British section) . . . . .  | 184   | 34         | (a)       | Thaton-Duyinzaik Light . . . . .                               | 207   |
| 38         | (a)       | Jorhat . . . . .   | 211   | 21         | (e)       | Tinnevely-Quilon (Travancore) (British section) . . . . .      | 193   |
| 1          | (b)       | Jubbulpore-Gondia extension . . . . .  | 114   | 21         | (f)       | Tinnevely-Quilon (Travancore) (Native State section) . . . . . | 193   |
| 9          | (k)       | Jullundur-Kapurthalla-Sultanpur (British section) . . . . .  | 160   | 12         | (b)       | Tirhoot . . . . .  | 172   |
| 9          | (l)       | Jullundur-Kapurthalla-Sultanpur (Native State section) . . . . .   | 166   | 6          | (h)       | Tirupattur-Krishnagiri . . . . .                               | 155   |
|            |           |  |       | U          |           |  |       |
| 2          | (j)       | Jaipur (Siwai-Madhupur) . . . . .  | 124   | 23         | (a)       | Udaipur-Chitor . . . . .                                       | 202   |
| 9          | (c)       | Jammu and Kashmir (Native State section) . . . . .   | 160   |            |           |  |       |
| 14         | (c)       | Jamnagar . . . . .   | 173   |            |           |  |       |
| 14         | (d)       | Jetalsar-Rajkot . . . . .  | 177   |            |           |  |       |
| 18         | (a)       | Jodhpur . . . . .  | 183   |            |           |  |       |
| 19         | (c)       | Jodhpur-Hyderabad (British section) . . . . .  | 184   |            |           |  |       |
| 38         | (a)       | Jorhat . . . . .   | 211   |            |           |  |       |
| 1          | (b)       | Jubbulpore-Gondia extension . . . . .  | 114   |            |           |  |       |
| 9          | (k)       | Jullundur-Kapurthalla-Sultanpur (British section) . . . . .  | 160   |            |           |  |       |
| 9          | (l)       | Jullundur-Kapurthalla-Sultanpur (Native State section) . . . . .   | 166   |            |           |  |       |
|            |           |  |       | V          |           |  |       |
| 2          | (j)       | Jaipur (Siwai-Madhupur) . . . . .  | 124   | 2          | (m)       | Vijapur-Kalol-Kadi . . . . .                                   | 127   |
| 9          | (c)       | Jammu and Kashmir (Native State section) . . . . .   | 160   |            |           |  |       |
| 14         | (c)       | Jamnagar . . . . .   | 173   |            |           |  |       |
| 14         | (d)       | Jetalsar-Rajkot . . . . .  | 177   |            |           |  |       |
| 18         | (a)       | Jodhpur . . . . .  | 183   |            |           |  |       |
| 19         | (c)       | Jodhpur-Hyderabad (British section) . . . . .  | 184   |            |           |  |       |
| 38         | (a)       | Jorhat . . . . .   | 211   |            |           |  |       |
| 1          | (b)       | Jubbulpore-Gondia extension . . . . .  | 114   |            |           |  |       |
| 9          | (k)       | Jullundur-Kapurthalla-Sultanpur (British section) . . . . .  | 160   |            |           |  |       |
| 9          | (l)       | Jullundur-Kapurthalla-Sultanpur (Native State section) . . . . .   | 166   |            |           |  |       |
|            |           |  |       | W          |           |  |       |
| 2          | (j)       | Jaipur (Siwai-Madhupur) . . . . .  | 124   | 22         | (j)       | West of India Portuguese . . . . .                             | 200   |
| 9          | (c)       | Jammu and Kashmir (Native State section) . . . . .   | 160   |            |           |  |       |
| 14         | (c)       | Jamnagar . . . . .   | 173   |            |           |  |       |
| 14         | (d)       | Jetalsar-Rajkot . . . . .  | 177   |            |           |  |       |
| 18         | (a)       | Jodhpur . . . . .  | 183   |            |           |  |       |
| 19         | (c)       | Jodhpur-Hyderabad (British section) . . . . .  | 184   |            |           |  |       |
| 38         | (a)       | Jorhat . . . . .   | 211   |            |           |  |       |
| 1          | (b)       | Jubbulpore-Gondia extension . . . . .  | 114   |            |           |  |       |
| 9          | (k)       | Jullundur-Kapurthalla-Sultanpur (British section) . . . . .  | 160   |            |           |  |       |
| 9          | (l)       | Jullundur-Kapurthalla-Sultanpur (Native State section) . . . . .   | 166   |            |           |  |       |

## APPENDIX 38.

*History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 1</sup> Sub-heads (a) to (g). **BENGAL-NAGPUR RAILWAY SYSTEM—**

Chairman—SIR SAMUEL HOARE, BART.

Managing Director—R. MILLER, Esq.

Offices—132, Gresham House, Old Broad Street, London.

Lines comprising the system.—The Bengal-Nagpur railway system is made up of—

|   | Open line. | Under construction or sanctioned for construction. | Total.   |
|---|------------|--|----------|
|   | Miles.     | Miles.   | Miles.   |
| (a) Bengal-Nagpur railway . . . . . (5' 6" gauge)                         | 1,342.58   | 399.50   | 1,742.08 |
| East Coast (State) railway, Northern section . . . . . (5' 6" gauge)      | 311.03     | ...  | 311.03   |
| (b) Jabulpore-Gondia Extension, Bengal-Nagpur railway (2' 6" gauge)       | 215.05     | 45.62  | 260.67   |
| (c) Mourbhanj railway . . . . . (2' 6" gauge)                             | 32.11      | ...  | 32.11    |
| (d) Parlakimuli Light railway . . . . . (2' 6" gauge)                     | 24.62      | ...  | 24.62    |
| (e) Raipur-Dhamtari branch, Bengal-Nagpur railway . . . . . (2' 6" gauge) | 56.94      | ...  | 56.94    |
| (f) Gondia-Chanda . . . . . (2' 6" gauge)                                 | ...        | 212.40   | 212.40   |
| (g) Purulia-Ranchi . . . . . (2' 6" gauge)                                | ...        | 72.28  | 72.28    |
| Total . . . . .   | 2,059.53   | 729.80   | 2,783.33 |

## Running powers—

## Home line over Foreign lines :—

|   | Miles. |
|---|--------|
| At Katni, East Indian railway } for passenger and goods trains . . . . .  | 0.30   |
| At Asansol " " " } for passenger trains only . . . . .  | 0.30   |
| At Howrah " " " } for passenger and goods trains . . . . .  | 1.90   |
| At Nagpur, Great Indian Peninsula railway . . . . .   | 0.85   |
| Waltair to Vizagapatam, including wharf and landing lines, Southern section, East Coast (State) railway . . . . . | 4.97   |
| Total . . . . .   | 7.43   |

## Foreign line over Home line :—

|   |      |
|---|------|
| Great Indian Peninsula railway at Katni (for passenger trains only) . . . . . | 1.60 |
|---|------|

## 1 (a) Bengal-Nagpur railway (5' 6" gauge)—

## Details of construction—

The open mileage of the Bengal-Nagpur railway, 5' 6" gauge, amounts to 1,694.51 miles, which may be divided into (1) *Bengal-Nagpur railway proper*, main line (Asansol to Nagpur), 626.83 miles, branches, 755.75 miles; and (2) *Northern section of the old East Coast (State) railway*, main line (Baraung to Waltair), 284.75 miles, branch, 27.18 miles. Of this 71.54 miles are double line. Besides these, 355.50 miles were under construction and 44 miles, Sini to Gurumashini were sanctioned for construction but not commenced.

The construction of the first portion of the main line, Asansol to Nagpur, was sanctioned in 1884 and opened through in 1891. The Sini-Howrah section was opened in 1900.

*Permanent-way.*—The line is laid with 75-lb. and 85-lb. steel rails on transverse wooden, steel and cast iron po sleepers.

*Ballast.*—The line is ballasted throughout with stone, except for a few miles on the Chakardbarpore district where laterite is used.

*Fencing.*—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Baraung-Waltair section.

*Curves.*—On the main line there are no curves sharper than 1,000 feet radius.

*Gradients.*—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction.

## Terms of contracts—

The Bengal-Nagpur railway is worked under the following contracts :—

*Contracts of*—9th March 1887.—Bengal-Nagpur Railway Company's principal contract.

31st December 1891.—Contract for the construction and working of a branch line from Jharsuguda (Sambalpur Road) station on the main line to Sambalpur.

27th June 1901.—As to the raising of debenture capital for the construction of the Sini-Midnapore-Howrah and Midnapore-Cuttack extensions.

23rd January 1902.—Contract for the construction and working of the Raipur-Dhamtari (2' 6" gauge) feeder line with a branch to Rajim; an extension (5' 6" gauge) from Sini *via* Midnapore to Howrah, with branches from Midnapore to Cuttack and the Jharial coal-fields; a line (2' 6" gauge) from Gondia to Jabulpore with branches from Nainpur to Mandla, Nainpur to Chhindwara; and for the working of the Northern section of the East Coast (State) railway as part of the undertaking.

The general conditions of the contracts are as follows :—

*Government aid.*—Free grant of land and guarantee of interest in sterling at 4 per cent. per annum on £3,000,000 share capital. On any further capital that may be required the guarantee to be 4 per cent. or such other rate as may be agreed upon.

*Terms of contracts.*—The contracts provide for the Company raising £3,000,000; any further money required being provided either by the Secretary of State upon such terms as may from time to time be mutually agreed upon, or by the Company within such periods and in such instalments as the Secretary of State may prescribe. Subject to the provisions of the contracts, all moneys raised by the Company become the absolute property of the Secretary of State.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 1</sup> Sub-heads (a) to (g) **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

**1 (a) Bengal-Nagpur railway (5' 6" gauge)—*concl'd.*****Terms of contracts—*concl'd.*****Currency of contracts:—**

(1) *Principal contract.*—Government may determine the contract by giving twelve months' previous notice on the 31st December 1913 or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line be worked at a loss. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay at par the amount of the share capital which has been paid in by the Company.

(2) *Sambalpur branch contract.*—The contract for this branch brings it within the provisions of the original contract of 9th March 1887; but provides that the Government may purchase the branch at any time after 1st January 1895 on giving twelve months' notice.

(3) *Contract of 23rd January 1902: Northern section, East Coast (State) railway.*—Government may, at any time, by giving six months' previous notice, require the Company to retransfer the whole or any part of the section of railway between Vizianagram and Waltair Junction with all appurtenances, without compensation in respect of such retransfer.

**Power of Company to surrender contract.—Nil.**

*Terms of working.*—After deducting working expenses—which may include any single item of capital expenditure classed as a 'Minor Work,' up to Rs. 1,000 but not exceeding Rs. 2,000 at the discretion of the Consulting Engineer subject to a maximum charge on such account of Rs. 20 per mile of the open system in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision—three parts of the surplus profits for any complete calendar year, after providing for payment to Government of interest on advances of capital made by them to the Company and for repayment of the interest paid by them to the Company for that year, to be retained by Government, and the remaining fourth part to be divided between the Company and Government in the proportion which the gross earnings of the Company's undertaking, exclusive of the Northern section of the East Coast (State) railway, bear to the gross earnings of the latter section.

*Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary rates. The Madras Railway Company has the power to quote through rates in the direction of Madras from Bengal-Nagpur railway stations between Cuttack and Waltair. The Bengal-Nagpur Railway Company similarly has power to quote rates from Madras railway stations, Tadepalli and Cuttack, in the direction of Calcutta.

**Statistics of working**—See page 115.

**1 (b) Jubbulpore-Gondia extension, Bengal-Nagpur railway (2' 6" gauge)—****Details of construction—**

The open mileage of the Jubbulpore-Gondia extension amounts to 245.05 miles, which may be divided into main line (Jubbulpore to Gondia), 140.94 miles, and branches, 104.11 miles. There are still 13.48 miles (Pench Valley railway) and 32.14 miles (Mandla branch), under construction. The construction of the line was sanctioned in 1901 and it was opened in July 1904.

*Permanent-way.*—The permanent-way consists of 41-lb. flat-footed steel rails on s&l sleepers.

*Ballast.*—The line is ballasted with stone, except between Sooni and Chhindwara where good black basalt has been used.

*Fencing.*—Only important station yards are fenced.

*Curves.*—The sharpest curve is of 409 feet radius.

*Gradients.*—The ruling gradient is 1 in 80.

**Terms of contracts—**

The line is an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

**Statistics of working**—See page 115.

**1 (c) Raipur-Dhamtari branch, Bengal-Nagpur railway (2' 6" gauge)—****Details of construction—**

This branch is 56.94 miles in length and consists of the main line (Raipur to Dhamtari), 45.74 miles, and the branch (Abhanpur to Rajim), 11.20 miles. It was sanctioned in 1897 and opened in 1900.

*Permanent-way.*—The line is laid with 31-lb. flat-footed steel rails on s&l sleepers.

*Ballast.*—Moorum or sand and stone in a few cuttings.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 409 feet radius, at Raipur station.

*Gradients.*—The ruling gradient of the line is 1 in 200.

**Terms of contracts—**

The line is an integral part of the Bengal-Nagpur railway and is worked under the contracts relating to that railway.

**Statistics of working.**—See page 115.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 1 Sub-heads (a) to (g) BENGAL-NAGPUR RAILWAY SYSTEM—contd.

## Statistics of working—

| TABLE I.<br>[BENGAL-NAGPUR RAILWAY, INCLUDING THE NORTHERN SECTION OF THE EAST COAST (STATF) RAILWAY, THE JHBBULPORE-GONDIA EXTENSION AND THE RAIPUR-DHAMTARI BRANCH] |                                     |                 |               |                               |             |                                   |                            | TABLE II.                    |                           |                             |                           |                             |                           |  |                           |
|---|-------------------------------------|-----------------|---------------|-------------------------------|-------------|-----------------------------------|----------------------------|------------------------------|---------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|--|---------------------------|
| Calendar year.  | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Interest.   | Company's share of net earnings.* | Gain or loss to the State. | Nagpur-Chhattisgarh, 3' 3½". |                           | Katni-Umaria, 5' 6".        |                           | (a) Bengal-Nagpur, 5' 6".   |                           | (b) & (c) Jhbbulpore-Gondia extension and Raipur-Dhamtari branch, 2' 6". |                           |
|   |                                     |                 |               |                               |             |                                   |                            | Earnings per mile per week.  | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week.  | Pro: of exp: to earnings. |
|   | Rs.                                 | Rs.             | Rs.           |                               | Rs.         | Rs.                               | Rs.                        | Rs.                          |                           | Rs.                         |                           | Rs.                         |                           | Rs.  |                           |
| 1879  | 28,62,930                           | ...             | ...           | ...                           | 83,911      | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | ...                         | ...                       | ...  | ...                       |
| 1880  | 55,43,511                           | 1,03,982        | 28,215        | 0.51                          | 1,58,894    | ...                               | ...                        | 51                           | 79.54                     | ...                         | ...                       | ...                         | ...                       | ...  | ...                       |
| 1881  | 73,65,710                           | 2,81,329        | 65,056        | 0.90                          | 2,62,932    | ...                               | ...                        | 87                           | 76.53                     | ...                         | ...                       | ...                         | ...                       | ...  | ...                       |
| 1882  | 90,64,988                           | 8,04,386        | 1,69,171      | 2.00                          | 3,99,977    | ...                               | ...                        | 114                          | 68.70                     | ...                         | ...                       | ...                         | ...                       | ...  | ...                       |
| 1883  | 96,43,590                           | 13,20,621       | 6,85,860      | 7.09                          | 3,73,589    | ...                               | ...                        | 170                          | 48.19                     | ...                         | ...                       | ...                         | ...                       | ...  | ...                       |
| 1884  | 1,06,34,112                         | 18,23,014       | 6,58,090      | 6.19                          | 4,24,407    | ...                               | ...                        | 171                          | 57.82                     | ...                         | ...                       | ...                         | ...                       | ...  | ...                       |
| 1885  | 1,50,69,406                         | 14,14,889       | 4,93,575      | 3.25                          | 5,86,281    | ...                               | ...                        | 183                          | 65.12                     | ...                         | ...                       | ...                         | ...                       | ...  | ...                       |
| 1886  | 1,81,79,455                         | 14,24,621       | 5,33,511      | 2.94                          | 7,29,514    | ...                               | ...                        | 184                          | 62.51                     | 37                          | 104.35                    | ...                         | ...                       | ...  | ...                       |
| 1887  | 2,42,30,937                         | 14,47,795       | 3,03,207      | 1.25                          | 13,35,584   | ...                               | ...                        | 177                          | 59.09                     | 41                          | 116.41                    | ...                         | ...                       | ...  | ...                       |
| 1888  | 5,23,94,191                         | 16,09,195       | 5,62,971      | 1.07                          | 22,17,383   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 164                         | 67.58                     | ...  | ...                       |
| 1889  | 7,08,75,156                         | 19,06,910       | 4,03,167      | 0.57                          | 29,93,364   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 131                         | 60.09                     | ...  | ...                       |
| 1890  | 8,14,66,762                         | 28,64,578       | 5,47,463      | 0.67                          | 33,88,822   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 101                         | 60.69                     | ...  | ...                       |
| 1891  | 9,09,04,164                         | 54,57,356       | 26,81,153     | 2.96                          | 35,95,676   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 129                         | 50.81                     | ...  | ...                       |
| 1892  | 9,56,14,736                         | 60,83,562       | 30,48,168     | 3.17                          | 39,05,344   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 141                         | 10.55                     | ...  | ...                       |
| 1893  | 9,80,08,121                         | 64,17,761       | 32,62,220     | 3.33                          | 45,97,994   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 144                         | 49.17                     | ...  | ...                       |
| 1894  | 9,81,73,789                         | 66,90,648       | 32,58,414     | 3.32                          | 45,83,993   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 149                         | 51.30                     | ...  | ...                       |
| 1895  | 9,94,94,777                         | 68,74,710       | 35,41,441     | 3.58                          | 48,56,890   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 153                         | 48.49                     | ...  | ...                       |
| 1896  | 11,05,30,319                        | 68,68,525       | 19,27,869     | 2.76                          | 48,21,501   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 142                         | 54.03                     | ...  | ...                       |
| 1897  | 13,04,58,744                        | 62,00,309       | 19,79,559     | 2.28                          | 51,45,249   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 138                         | 51.94                     | ...  | ...                       |
| 1898  | 14,67,03,520                        | 68,79,193       | 33,63,554     | 2.29                          | 54,24,146   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 143                         | 51.10                     | ...  | ...                       |
| 1899  | 16,65,00,365                        | 66,73,460       | 47,21,814     | 2.83                          | 59,75,853   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 152                         | 47.98                     | ...  | ...                       |
| 1900  | 17,41,74,604                        | 1,29,75,223     | 77,13,056     | 4.43                          | 64,94,537   | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 207                         | 40.56                     | ...  | ...                       |
| 1901  | 21,19,23,376                        | 1,30,77,769     | 61,18,648     | 2.90                          | 70,48,163   | 1,78,810                          | ...                        | ...                          | ...                       | ...                         | ...                       | 161                         | 52.68                     | 25   | 72.13                     |
| 1902  | 23,51,91,979                        | 1,12,18,257     | 69,79,340     | 3.16                          | 65,44,311   | 41,004                            | ...                        | ...                          | ...                       | ...                         | ...                       | 176                         | 51.09                     | 21   | 77.27                     |
| 1903  | 25,07,08,040                        | 1,55,47,702     | 70,45,255     | 2.82                          | 80,66,181   | 4,067                             | ...                        | ...                          | ...                       | ...                         | ...                       | 178                         | 54.63                     | 21   | 61.98                     |
| 1904  | 26,14,35,453                        | 1,89,12,137     | 95,67,320     | 3.67                          | 95,41,624   | 355                               | ...                        | ...                          | ...                       | ...                         | ...                       | 210                         | 49.97                     | 31   | 67.32                     |
| 1905  | 27,33,72,570                        | 2,44,70,009     | 1,34,94,052   | 4.90                          | 1,00,32,818 | ...                               | ...                        | ...                          | ...                       | ...                         | ...                       | 270                         | 44.53                     | 42   | 71.98                     |
| 1906  | 28,40,48,532                        | 2,69,47,181     | 1,41,51,352   | 4.97                          | 1,03,41,779 | 6,73,547                          | ...                        | ...                          | ...                       | ...                         | ...                       | 295                         | 46.83                     | 56   | 65.56                     |

## 1 (c) Mourbhanj railway (2' 6" gauge)—

## Details of construction—

This railway is 32.41 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

*Permanent-way.*—The line is laid with 30-lb. flat-footed steel rails on sal sleepers.*Ballast.*—The line is ballasted with screened laterite, gravel and broken laterite.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve is of 955 feet radius.*Gradients.*—The ruling gradient is 1 in 100.

## Terms of contract—

The line is worked under an agreement between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company, approved in Railway Board's letter No. 223 R.T. of the 10th March 1903.

The general conditions of the agreement are as follows:—

*Government aid.*—Nil. The line is the property of the Maharaja of Mourbhanj.*Currency of agreement.*—The agreement is terminable on 31st December of any year on three months' previous notice.*Terms of working.*—Actual cost.*Rates and fares.*—To be fixed by the Company.

## Statistics of working—

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. |                                     |                 |               |                              | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. |                             |                                     |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1905           | 6,21,895                            | 51,494          | 7,422         | 1.19                         | 20                          | 76.48                               |
| 1906           | 6,94,892                            | 44,825          | 21,888        | 3.15                         | 27                          | 81.17                               |

\* Based on actual receipts and payments during the year.

† Includes the Gondia-Chanda and Purnia-Banohi railways.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 1 **BENGAL-NAGPUR RAILWAY SYSTEM—concl'd.**  
 Sub-heads (a) to (p).

**1 (d) Parlakimedi Light railway (2' 6" gauge)—**

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur railway from the 1st January 1902.

**Details of construction—**

This railway is 21·62 miles long. Its construction was sanctioned in 1898 and it was opened in 1900. It runs from Naupada to Parlakimedi.

*Permanent-way.*—The line is laid with 30-lb. flat-footed steel rails on transverse wooden sleepers.

*Ballast.*—The line is ballasted throughout with laterite, gravel and stone.

*Fencing.*—Short lengths of fencing have been provided in a few places where the railway in cutting runs alongside the road.

*Curves.*—There are no curves of less than 1,000 feet radius.

*Gradients.*—The ruling gradient is 1 in 100.

**Terms of contracts—**

The Parlakimedi Light railway is worked under an agreement, dated the 21st January 1905, between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company.

The general conditions of the agreement are as follows:—

*Government aid.*—Nil. The line is the property of the Raja of Parlakimedi.

*Currency of agreement.*—The agreement is terminable on 31st December of any year on three months' previous notice.

*Terms of working.*—Actual cost.

*Rates and fares.*—To be fixed by the Company.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1903 . . . . . | 7,14,974                            | 16,683          | —9,265        | ...                          | 13                          | 155·70                              |
| 1904 . . . . . | 7,19,914                            | 20,673          | —1,301        | ...                          | 16                          | 108·29                              |
| 1905 . . . . . | 7,19,975                            | 27,181          | + 4,481       | 0·63                         | 21                          | 81·51                               |
| 1906 . . . . . | 7,13,406                            | 21,493          | —9,703        | ...                          | 17                          | 145·14                              |

**1 (f) Gondia-Chanda railway (2' 6" gauge)—****Details of construction—**

This railway, which runs from Gondia to Chanda (118·65 miles), with a branch from Pauni to Nagpur (63·75 miles), total length 212·40 miles, was sanctioned in 1904 and work was started in November 1905.

**1 (g) Purulia-Ranchi railway (2' 6" gauge)—****Details of construction—**

This railway, which runs from Purulia to Ranchi (72·28 miles), was sanctioned in 1905, and construction was commenced in November of that year.

Number Main head 2 **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—**  
 Sub-heads (a) to (n).

*Chairman.*—COLONEL SIR W. S. S. BISSET, K.C.I.E., R.E.

*Secretary.*—COLONEL W. V. CONSTABLE, R.E.

*Offices.*—Gloucester House, Bishopsgate Street without, London, E.C.

**Lines comprising the system.**—The Bombay, Baroda and Central India railway system is made up of—

|  | Open line.      | Under construction or sanctioned for construction. | Total.          |
|--|-----------------|--|-----------------|
|  | Miles.          | Miles.   | Miles.          |
| (a) Bombay, Baroda and Central India railway . . . . .       | 465·12          | 504·35   | 504·35          |
| (b) Godhra-Bhatam-Nagda railway . . . . .                    | 39·23           | ...  | 141·14          |
| (c) Nagda-Ujjain railway . . . . .                           | ...             | ...  | 34·32           |
| (d) Petlad-Cambay railway (Anand-Tarapur section) . . . . .  | ...             | ...  | 21·50           |
| (e) Petlad-Cambay railway (Tarapur-Cambay section) . . . . . | ...             | ...  | 12·30           |
| (f) Tapi Valley railway . . . . .                            | 155·48          | ...  | 155·48          |
| (g) Ahmedabad-Dholka railway . . . . .                       | 33·50           | ...  | 33·50           |
| (h) Ahmedabad-Parantij railway . . . . .                     | 54·70           | ...  | 54·70           |
| (i) Gaekwar's Mohsana railway . . . . .                      | 92·68           | 45·84  | 138·47          |
| (j) Jajpur (Siwal-Madhupur) railway . . . . .                | 32·18           | 40·65  | 72·83           |
| (k) Palanpur-Deesa railway . . . . .                         | 17·28           | ...  | 17·28           |
| (l) Rajputana-Malwa railway . . . . .                        | 1,774·36        | ...  | 1,774·36        |
| (m) Vijapur-Kalol-Kadi railway . . . . .                     | 41·37           | ...  | 41·37           |
| (n) Gaekwar's Dabhoi railway . . . . .                       | 94·48           | ...  | 94·48           |
| (o) Rajpipla railway . . . . .                               | 37·37           | ...  | 37·37           |
| <b>Total . . . . .</b>                                       | <b>3,046·96</b> | <b>86·49</b>                                       | <b>3,133·45</b> |

**Running powers—****Home line over foreign line —**

Dadar Junction to Carnao bridge, Great Indian Peninsula railway (for goods trains only) . . . . . Miles, 4·89

**Foreign lines over home line:—**

East Indian railway, Agra East Bank to Agra Fort (for goods trains only) . . . . . 1·00

Great Indian railway at Ujjain (for passenger and goods trains) . . . . . 0·24

" " " Dadar Junction to Colaba (for goods trains only) . . . . . 7·25

" " " at Agra (for passenger and goods trains) . . . . . 3·89

**Total . . . . . 11·38**

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 2</sup> <sub>Sub-heads (a) to (c)</sub> **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.**

**2 (a) Bombay, Baroda and Central India railway proper (5' 6" gauge)—****Details of construction—**

The open mileage amounts to 504.35 miles, which may be divided into 389.35 miles of main line and 115 miles of branches. 251.90 miles are double line.

First sanction to the construction of the main line [Bombay (Colaba) to Wadhwan] was accorded in 1856 and the line was opened throughout in 1872.

*Permanent-way.*—The main line is laid with 69-lb. double-headed and 82-lb. bull-headed steel rails on crossotod pine and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 41½-lb., 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers.

*Ballast.*—The line is mostly ballasted with broken stone, gravel and shingle.

*Fencing.*—The line is fenced throughout except the Patri branch.

*Curves.*—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Patri branch of 2,865 feet radius, and on the Godhra-Baroda Chord of 1,910 feet radius.

*Gradients.*—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 and of 1 in 100 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80; on the Patri branch and the Godhra-Baroda Chord it is 1 in 300, except for short lengths of 1 in 200 on the latter.

**Terms of contracts—**

Consequent upon the determination, by purchase of the Company's undertaking, of the then existing contracts the railway is temporarily with effect from the 1st January 1906, being worked under the terms of a provisional contract dated the 27th December 1905, pending the execution of a new contract for a term of years, between the Secretary of State and the Bombay, Baroda and Central India Railway Company.

**Statistics of working—**

TABLE I.

| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Guaranteed interest (converted at current rates of exchange up to 1905). | Company's share of net earnings (arrived at under terms of contract). | Gain or loss to the State. |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|--|---|----------------------------|
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.  | Rs.   | Rs.                        |
| 1879 . . . . . | 8,54,16,162                         | 71,52,788       | 32,13,354     | 8.76                         | 43,69,254  | ...   | -11,55,900                 |
| 1880 . . . . . | 8,47,31,626                         | 82,44,376       | 47,34,654     | 5.58                         | 43,69,254  | 5,83,846  | -8,03,293                  |
| 1881 . . . . . | 8,66,45,448                         | 97,45,133       | 56,78,755     | 6.55                         | 41,69,254  | 8,30,798  | +4,78,703                  |
| 1882 . . . . . | 8,75,89,091                         | 1,01,76,190     | 50,15,619     | 5.73                         | 43,07,734  | 8,06,346  | -93,461                    |
| 1883 . . . . . | 8,89,91,377                         | 1,19,22,209     | 67,16,067     | 7.54                         | 43,38,189  | 11,44,829   | +12,38,049                 |
| 1884 . . . . . | 9,02,69,008                         | 1,21,95,500     | 68,87,562     | 7.63                         | 49,99,341  | 13,17,763   | +5,70,453                  |
| 1885 . . . . . | 9,22,58,638                         | 1,31,10,336     | 74,01,987     | 8.02                         | 52,35,189  | 14,57,541   | +7,89,257                  |
| 1886 . . . . . | 9,16,82,002                         | 1,35,05,635     | 78,73,228     | 8.50                         | 55,87,440  | 16,97,985   | +5,87,803                  |
| 1887 . . . . . | 9,32,12,200                         | 1,21,64,856     | 69,98,127     | 7.50                         | 57,17,318  | 12,56,055   | +24,754                    |
| 1888 . . . . . | 9,45,87,848                         | 1,27,38,933     | 70,48,164     | 7.45                         | 60,29,893  | 12,68,879   | -2,50,608                  |
| 1889 . . . . . | 9,49,45,797                         | 1,32,34,371     | 75,41,081     | 7.94                         | 61,10,257  | 13,86,399   | -55,566                    |
| 1890 . . . . . | 9,53,16,045                         | 1,29,40,370     | 74,23,195     | 7.79                         | 54,66,227  | 14,22,120   | +5,34,848                  |
| 1891 . . . . . | 9,55,86,799                         | 1,41,37,769     | 82,25,120     | 8.60                         | 58,61,906  | 18,06,948   | +5,56,776                  |
| 1892 . . . . . | 9,55,25,735                         | 1,42,44,478     | 81,30,959     | 8.51                         | 65,57,045  | 17,86,755   | -2,18,741                  |
| 1893 . . . . . | 9,62,67,602                         | 1,50,96,045     | 95,78,444     | 9.95                         | 66,44,227  | 25,09,587   | +2,21,289                  |
| 1894 . . . . . | 9,77,45,855                         | 1,59,48,484     | 1,00,70,974   | 10.30                        | 76,09,071  | 27,35,713   | -2,73,810                  |
| 1895 . . . . . | 9,97,90,965                         | 1,75,58,967     | 1,09,87,063   | 10.96                        | 77,03,258  | 33,37,619   | +90,186                    |
| 1896 . . . . . | 10,31,57,107                        | 1,62,03,833     | 89,00,862     | 8.60                         | 73,03,613  | 20,78,128   | -4,80,579                  |
| 1897 . . . . . | 10,65,10,220                        | 1,42,61,393     | 64,70,202     | 6.09                         | 69,36,853  | 9,51,545  | -14,18,198                 |
| 1898 . . . . . | 10,85,60,144                        | 1,58,62,726     | 87,42,205     | 8.05                         | 67,87,071  | 19,49,477   | +5,657                     |
| 1899 . . . . . | 11,40,73,558                        | 1,74,65,045     | 92,90,465     | 8.15                         | 67,46,688  | 21,69,923   | +3,74,775                  |
| 1900 . . . . . | 11,60,94,944                        | 1,75,98,496     | 82,28,632     | 7.98                         | 68,35,449  | 15,68,577   | -1,75,394                  |
| 1901 . . . . . | 11,95,61,022                        | 1,59,88,796     | 87,53,769     | 7.32                         | 70,04,569  | 18,11,800   | -62,670                    |
| 1902 . . . . . | 12,18,78,965                        | 1,67,48,536     | 79,37,322     | 6.51                         | 71,28,187  | 12,93,644   | -4,84,309                  |
| 1903 . . . . . | 12,37,88,839                        | 1,89,63,028     | 84,25,301     | 6.87                         | 72,59,871  | 15,12,518   | -2,77,138                  |
| 1904 . . . . . | 12,44,90,478                        | 1,78,33,863     | 98,87,312     | 7.54                         | 73,86,912  | 18,91,186   | +1,08,284                  |
| 1905 . . . . . | 12,52,43,897                        | 1,98,82,065     | 1,09,90,134   | 8.70                         | 72,22,579  | 26,03,040   | +9,04,508                  |
| 1906 . . . . . | 12,53,08,073                        | 1,99,81,754     | 1,05,39,683   | 8.40                         | 73,58,353  | 7,80,248  | +25,01,067                 |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number—Main head 2  
Sub-heads (a) to (o) **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*****2 (a) Bombay, Baroda and Central India railway proper (5' 6" gauge)—*concl'd.***Statistics of working—*concl'd.*

TABLE II.

| Calendar year. | Earnings per mile per week. | Proportion of expenses to earnings. | Calendar year. | Earnings per mile per week. | Proportion of expenses to earnings. | Calendar year. | Earnings per mile per week. | Proportion of expenses to earnings. | Calendar year. | Earnings per mile per week. | Proportion of expenses to earnings. |
|----------------|-----------------------------|-------------------------------------|----------------|-----------------------------|-------------------------------------|----------------|-----------------------------|-------------------------------------|----------------|-----------------------------|-------------------------------------|
|                | Rs.                         |                                     |                | Rs.                         |                                     |                | Rs.                         |                                     |                | Rs.                         |                                     |
| 1860 . .       | 49                          | 70-17                               | 1872 . .       | 290                         | 59-07                               | 1884 . .       | 509                         | 42-95                               | 1896 . .       | 676                         | 45-07                               |
| 1861 . .       | 73                          | 54-97                               | 1873 . .       | 260                         | 59-23                               | 1885 . .       | 518                         | 43-11                               | 1897 . .       | 595                         | 54-68                               |
| 1862 . .       | 94                          | 50-14                               | 1874 . .       | 565                         | 52-12                               | 1886 . .       | 564                         | 41-12                               | 1898 . .       | 662                         | 44-89                               |
| 1863 . .       | 138                         | 49-51                               | 1875 . .       | 285                         | 54-41                               | 1887 . .       | 508                         | 41-89                               | 1899 . .       | 729                         | 46-81                               |
| 1864 . .       | 156                         | 85-33                               | 1876 . .       | 296                         | 54-74                               | 1888 . .       | 532                         | 44-11                               | 1900 . .       | 734                         | 52-50                               |
| 1865 . .       | 223                         | 63-83                               | 1877 . .       | 345                         | 41-97                               | 1889 . .       | 552                         | 42-44                               | 1901 . .       | 665                         | 44-06                               |
| 1866 . .       | 278                         | 71-93                               | 1878 . .       | 298                         | 46-61                               | 1890 . .       | 540                         | 42-06                               | 1902 . .       | 659                         | 49-00                               |
| 1867 . .       | 291                         | 66-56                               | 1879 . .       | 309                         | 46-97                               | 1891 . .       | 590                         | 41-23                               | 1903 . .       | 753                         | 49-46                               |
| 1868 . .       | 287                         | 73-66                               | 1880 . .       | 755                         | 42-57                               | 1892 . .       | 594                         | 42-92                               | 1904 . .       | 718                         | 47-12                               |
| 1869 . .       | 307                         | 74-32                               | 1881 . .       | 423                         | 41-04                               | 1893 . .       | 630                         | 39-55                               | 1905 . .       | 780                         | 43-78                               |
| 1870 . .       | 327                         | 60-54                               | 1882 . .       | 427                         | 50-76                               | 1894 . .       | 665                         | 36-85                               | 1906 . .       | 809                         | 47-27                               |
| 1871 . .       | 300                         | 59-98                               | 1883 . .       | 497                         | 43-10                               | 1895 . .       | 732                         | 37-69                               |                |                             |                                     |

**2 (b) Godhra-Rutlam-Nagda railway (5' 6" gauge)—**

Details of construction—

This railway is 141.14 miles long. Its construction was sanctioned in 1890 and it was opened throughout in 1896.

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel, deodar and creosoted pine sleepers.*Ballast.*—The line is ballasted throughout with broken stone and gravel.*Fencing.*—There are 76½ miles of fencing. The rest of the line is unfenced except in station yards.*Curves.*—The sharpest curve is of 1,000 feet radius.*Gradients.*—The ruling gradient is 1 in 200, with short lengths of 1 in 100, and from 1 in 101 to 1 in 150, between Godhra and Jekot.

Terms of contracts—

This is a State line and is worked as a part of the Rajputana-Malwa railway under the contracts and conditions relating to that railway.

Statistics of working—

Included with the Rajputana-Malwa railway.

**2 (c) Nagda-Ujjain railway (5' 6" gauge)—**

Details of construction—

This railway is 34.32 miles long. Its construction was sanctioned in 1894, and it was opened throughout in 1896.

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.*Ballast.*—The line is ballasted with broken stone.*Fencing.*—Only station yards are fenced.*Curves.*—The sharpest curve is of 1,910 feet radius.*Gradients.*—The ruling gradient is 1 in 200.

Terms of contracts—

The line is owned by the Gwalior State and worked under the following:—

*Agreement of*—15th July 1896 (between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company) for working.*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions are as follows:—

*Government aid.*—Nil. The line is the property of the Gwalior State.*Currency of agreement.*—*Power to determine agreement.*—

} The agreement may be terminated at any time on one year's notice from either party expiring on the 30th June or 31st December in any year.

*Terms of working.*—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 2</sup> Sub-heads (a) to (c). **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*****2 (c) Nagda-Ujjain railway (5' 6" gauge)—*concl'd.*****Terms of contracts—*concl'd.***

Bombay, Baroda and Central India railway) excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Nagda-Ujjain railway.

*Rates and fares.*—Conform generally with those in force on the Godhra-Rutlam-Nagda railway.**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1895 . . . . . | 5,33,660                            | ...             | ...           | ...                          | ...                         | ...                                 |
| 1896 . . . . . | 20,71,251                           | 40,701          | 17,762        | 0.86                         | 49                          | 56.36                               |
| 1897 . . . . . | 22,19,919                           | 1,04,639        | 47,756        | 2.15                         | 58                          | 54.36                               |
| 1898 . . . . . | 22,31,596                           | 1,29,627        | 71,609        | 3.20                         | 73                          | 44.83                               |
| 1899 . . . . . | 22,34,346                           | 1,47,175        | 77,732        | 3.48                         | 83                          | 47.18                               |
| 1900 . . . . . | 22,29,753                           | 2,51,783        | 1,20,956      | 5.42                         | 141                         | 51.96                               |
| 1901 . . . . . | 22,31,982                           | 1,12,366        | 67,208        | 3.01                         | 63                          | 40.19                               |
| 1902 . . . . . | 22,39,663                           | 1,57,211        | 85,851        | 3.83                         | 84                          | 45.39                               |
| 1903 . . . . . | 22,41,230                           | 1,20,951        | 62,949        | 2.81                         | 68                          | 47.95                               |
| 1904 . . . . . | 22,41,231                           | 1,23,654        | 66,441        | 2.96                         | 69                          | 46.27                               |
| 1905 . . . . . | 22,40,441                           | 1,71,435        | 99,907        | 4.46                         | 96                          | 41.72                               |
| 1906 . . . . . | 22,40,441                           | 1,71,401        | 91,060        | 4.06                         | 96                          | 46.90                               |

**2 (d) Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge)—****Details of construction—**

This section of the Petlad-Cambay railway is 21.50 miles long. Its construction was sanctioned in 1883, and it was opened throughout in 1901.

*Permanent-way.*—The permanent-way consists of 66½-lb. flat-footed steel rails on steel sleepers from Anand to Petlad and on crosstied pine sleepers from Petlad to Tarapur.*Ballast.*—The line is ballasted with gravel.*Fencing.*—Thirteen miles, between Anand and Petlad, are fenced. The rest of the line is unfenced, except in station yards.*Curves.*—The sharpest curve is of 1,433 feet radius.*Gradients.*—The ruling gradient is 1 in 200.**Terms of contracts—**

The line is owned by the Baroda State and worked under the following :—

*Agreement of*—5th May 1890 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions are as follows :—

*Government aid.*—Nil. The line is the property of the Baroda State.*Currency of agreement.*— } Either party may terminate the agreement at any time on giving one year's  
*Power to determine agreement.*— } notice.*Terms of working.*—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Petlad-Cambay, Gaekwar's Mehsana and Vijapur-Kalol-Kadi railways.*Rates and fares.*—To be fixed from time to time by the Company with the approval of His Highness' Government and, as far as possible, to conform with those generally in force on the Bombay, Baroda and Central India railway.

# APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 2</sup> <sub>Sub-heads (a) to (e)</sub> **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.**

**2 (d) Petlad-Cambay railway (Anand-Tarapur section) (5' 6" gauge)—concl'd.**

Statistics of working—

| TABLE I.       |                                     |                 |               |                             | TABLE II.                   |                                     |   |                                     |
|----------------|-------------------------------------|-----------------|---------------|-----------------------------|-----------------------------|-------------------------------------|---|-------------------------------------|
| CALENDAR YEAR. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent on capital outlay. | GAEKWAR'S PETLAD, 5' 6".    |                                     | PETLAD-CAMBAY (ANAND-TARAPUR SECTION), 5' 6". |                                     |
|                | Rs.                                 | Rs.             | Rs.           | •                           | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week.                   | Proportion of expenses to earnings. |
| 1889 . . . . . | 11,030                              | ...             | ...           | ...                         | ...                         | ...                                 | ...   | ...                                 |
| 1889 . . . . . | 4,71,822                            | ...             | ...           | ...                         | ...                         | ...                                 | ...   | ...                                 |
| 1890 . . . . . | 6,17,922                            | 32,610          | 20,870        | 3.22                        | 71                          | 36.03                               | ...   | ...                                 |
| 1891 . . . . . | 7,10,118                            | 19,113          | 36,346        | 5.12                        | 85                          | 38.51                               | ...   | ...                                 |
| 1892 . . . . . | 7,11,081                            | 61,213          | 31,557        | 4.89                        | 88                          | 43.25                               | ...   | ...                                 |
| 1893 . . . . . | 7,12,768                            | 67,953          | 40,527        | 5.70                        | 92                          | 36.47                               | ...   | ...                                 |
| 1894 . . . . . | 7,23,182                            | 69,668          | 41,037        | 6.09                        | 100                         | 36.79                               | ...   | ...                                 |
| 1895 . . . . . | 7,23,139                            | 73,591          | 46,531        | 6.44                        | 106                         | 36.96                               | ...   | ...                                 |
| 1896 . . . . . | 7,23,616                            | 1,17,540        | 82,847        | 11.45                       | 169                         | 29.52                               | ...   | ...                                 |
| 1897 . . . . . | 7,55,700                            | 64,737          | 33,946        | 4.49                        | 93                          | 47.56                               | ...   | ...                                 |
| 1898 . . . . . | 7,49,077                            | 51,121          | 24,156        | 3.76                        | 71                          | 44.92                               | ...   | ...                                 |
| 1899 . . . . . | 7,52,139                            | 70,668          | 39,312        | 5.22                        | 102                         | 41.37                               | ...   | ...                                 |
| 1900 . . . . . | 7,52,097                            | 88,181          | 41,713        | 5.55                        | 127                         | 52.36                               | ...   | ...                                 |
| 1901 . . . . . | 11,86,381                           | 93,233          | 51,769        | 4.36                        | ...                         | ...                                 | 101   | 44.47                               |
| 1902 . . . . . | 11,85,370                           | 1,05,951        | 56,818        | 4.79                        | ...                         | ...                                 | 95  | 46.37                               |
| 1903 . . . . . | 11,48,052                           | 98,451          | 50,280        | 4.38                        | ...                         | ...                                 | 88  | 48.92                               |
| 1904 . . . . . | 11,46,522                           | 1,20,914        | 64,876        | 5.65                        | ...                         | ...                                 | 108   | 46.37                               |
| 1905 . . . . . | 11,31,373                           | 1,10,463        | 81,966        | 7.25                        | ...                         | ...                                 | 126   | 41.65                               |
| 1906 . . . . . | 11,30,875                           | 1,30,209        | 73,634        | 6.51                        | ...                         | ...                                 | 124   | 47.11                               |

**2 (e) Petlad-Cambay railway (Tarapur-Cambay section) (5' 6" gauge)—**

Details of construction—

This section of the Petlad-Cambay railway is 12.30 miles long. It was sanctioned in 1899 and was opened to Cambay in 1901.

*Permanent-way.*—The permanent-way consists of 66½-lb. flat-footed steel rails on creosoted pine sleepers.

*Ballast.*—The line is ballasted with gravel.

*Fencing.*—Only station yards are fenced.

*Curves.*—The sharpest curve is of 1,910 feet radius.

*Gradients.*—The ruling gradient is 1 in 600, with a short bit of 1 in 200 between Sayama and Cambay.

Terms of contract—

The line is owned by the Cambay State and worked under—

*Agreement of*—17th May 1902 (between the Cambay State and the Bombay, Baroda and Central India Railway Company) for working.

The general conditions of the agreement are as follows :—

*Government aid.*—Nil. The line is the property of the Cambay State.

*Currency of agreement.*—

*Power to determine agreement.*— } The agreement may be terminated at any time on one year's notice from either party, expiring on the 30th June or 31st December in any year.

*Terms of working.*—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway) excluding 2' and 2' 6" gauge lines, in proportion to the total earnings of the Tarapur-Cambay railway.

*Rates and fares.*—To be fixed from time to time by the Company with the approval of the Cambay State, and as far as possible, to conform with those generally in force on the Bombay, Baroda and Central India railway.

Statistics of working—

| TABLE I.       |                                     |                 |               |                             | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|-----------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                             | Rs.                         |                                     |
| 1901 . . . . . | 7,40,676                            | 12,011          | 5,050         | 0.79                        | 40                          | 50.46                               |
| 1902 . . . . . | 7,40,676                            | 25,407          | 13,622        | 1.81                        | 45                          | 46.57                               |
| 1903 . . . . . | 7,40,676                            | 25,151          | 12,808        | 1.71                        | 44                          | 49.10                               |
| 1904 . . . . . | 7,08,728                            | 32,199          | 17,276        | 2.25                        | 57                          | 46.35                               |
| 1905 . . . . . | 8,06,482                            | 53,638          | 19,608        | 2.43                        | 59                          | 41.73                               |
| 1906 . . . . . | 8,11,235                            | 84,531          | 19,265        | 2.25                        | 55                          | 47.11                               |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main head 2 **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***  
Sub-heads (a) to (c)

**2 (f) Tapti Valley railway (5' 6" gauge)—****Details of construction—**

This railway connects Kankra Khari, a station on the main line of the Bombay, Baroda and Central India railway, with Amalner. It is 155·48 miles long. It was opened in 1900.

*Permanent-way.*—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.

*Ballast.*—The line is ballasted throughout with stone.

*Fencing.*—Only station yards and important level crossings are fenced.

*Curves.*—The sharpest curve is of 1,910 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

**Terms of contracts—**

The line is owned by the Tapti Valley Railway Company and worked under the following contracts:—

*Contracts of*—28th August 1896 (between the Secretary of State and the Tapti Valley Railway Company) for construction.

30th October 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintenance and working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions of the contracts are as follows:—

*Government aid.*—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Tapti Valley railway, so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, plus a sum of Rs. 6,000 per annum towards the Company's office expenses and expenses of management. Land in British territory was provided free.

*Currency of contracts.*—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1921, or at the end of any subsequent period of 10 years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company or be less than such capital expenditure; or Government may determine it on the 31st December 1950, paying the Company in rupees an amount equal to the total capital expenditure.

*Power of Company to surrender contract.*—Nil.

*Terms of working.*—Government undertake to construct (from funds supplied by the Company), work and maintain the line through State or other agency, the necessary rolling-stock being supplied by the working agency. The general working expenses of the system, excluding the 2' and 2' 6" gauge lines, are divided in proportion to the gross earnings of the component parts, the Tapti Valley railway being debited with the share thus arrived at (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), subject to a maximum charge of 44 per cent. of its gross earnings for the year. The residue of the gross earnings is payable to the Tapti Valley Railway Company.

*Rates and fares.*—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                               |                                |               |  | TABLE II.                   |                                     | REMARKS.   |
|----------------|-------------------------------------|-----------------|---------------|-------------------------------|--------------------------------|---------------|--|-----------------------------|-------------------------------------|--|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Rebate from P., B. & C. I. Ry. | Total income. | Per cent. of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |  |
|                | Rs.                                 | Rs.             | Rs.           |                               | Rs.                            | Rs.           |  | Rs.                         |                                     |  |
| 1896           | 8,300                               | ...             | ...           | ...                           | ...                            | ...           | ...  | ...                         | ...                                 | The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901. |
| 1897           | 20,96,291                           | ...             | ...           | ...                           | ...                            | ...           | ...  | ...                         | ...                                 |  |
| 1898           | 60,45,418                           | 2,836           | ...           | ...                           | ...                            | ...           | ...  | 18                          | 48·70                               |  |
| 1899           | 1,21,09,133                         | 2,42,593        | ...           | ...                           | ...                            | ...           | ...  | 71                          | 47·40                               |  |
| 1900           | 1,28,31,291                         | 6,68,475        | ...           | ...                           | ...                            | ...           | ...  | 84                          | 44·00                               |  |
| 1901           | 1,29,18,730                         | 6,00,553        | 3,42,243      | 2·65                          | 38,228                         | 3,75,469      | 2·90   | 74                          | 43·01                               | Excluding interest, Rs. 4,468, on the capital cost of works at Amalner junction, the percentage of income on capital outlay in 1903 was 4·00.  |
| 1902           | 1,29,70,581                         | 8,26,485        | 4,64,242      | 3·57                          | 45,196                         | 5,08,438      | 3·92   | 102                         | 43·95                               |  |
| 1903           | 1,30,02,400                         | 8,62,753        | 4,83,142      | 3·72                          | 40,258                         | 5,23,400      | 4·03   | 107                         | 44·00                               |  |
| 1904           | 1,30,77,018                         | 6,58,710        | 3,68,891      | 2·82                          | 28,441                         | 3,97,335      | 3·04   | 81                          | 41·00                               |  |
| 1905           | 1,30,83,629                         | 10,11,222       | 5,86,921      | 4·40                          | 2,928                          | 5,89,849      | 4·51   | 125                         | 41·95                               |  |
| 1906           | 1,30,82,553                         | 11,24,712       | 6,35,480      | 4·86                          | ...                            | 6,35,480      | 4·86   | 140                         | 44·00                               |  |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 2</sup>  
<sub>Sub-heads (a) to (v)</sub>. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (g) Ahmedabad-Dholka railway (3' 3 $\frac{3}{4}$ " gauge)—****Details of construction—**

This railway connects Sabarmati, a station on the Rajputana-Malwa railway, with Dholka. It is 33.50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

*Permanent-way.*—The permanent-way consists of 41 $\frac{1}{2}$ -lb. flat-footed steel rails on deodar sleepers.

*Ballast.*—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings.

*Fencing.*—Only station yards are fenced.

*Curves.*—The sharpest curve is of 1,146 feet radius.

*Gradients.*—The ruling gradient is 1 in 150.

**Terms of contracts—**

The railway is worked under the following contracts :—

*Contracts of*—25th March 1902 (between the Secretary of State and the Ahmedabad-Dholka Railway Company) for construction.

18th July 1902 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

The general conditions of the contracts are as follows :—

*Government aid.*—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Dholka railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management and provided free.

*Currency of contracts.*—Government may, by giving 12 months' notice, determine the contracts on the 30th June 1922 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, but not exceeding by more than 20 per cent. the total capital expenditure of the Company, nor being less than such capital expenditure.

*Power of Company to surrender contracts.*—Nil.

*Terms of working.*—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2' and 2' 6" gauge lines, proportionate to its total earnings, but not exceeding 41 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Dholka Railway Company.

*Rates and fares.*—To be arranged from time to time between Government and the working agency within the maxima and minima rates and fares in force on the undertaking.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              |   |               | TABLE II.                                    |                             |                           |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|---|---------------|--|-----------------------------|---------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Rebate from Bombay, Baroda and Central India railway. | Total income. | Per cent. of total income on capital outlay. | Earnings per mile per week. | Pro: of exp: to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.   | Rs.           |  | Rs.                         |                           |
| 1903 . . . . . | 10,15,120                           | 64,261          | 35,986        | 3.55                         | ...   | 35,986        | 3.55   | 45                          | 44.00                     |
| 1904 . . . . . | 10,17,308                           | 99,044          | 55,465        | 5.45                         | ...   | 55,465        | 5.45   | 57                          | 44.00                     |
| 1905 . . . . . | 10,41,935                           | 98,214          | 57,203        | 5.47                         | ...   | 57,203        | 5.47   | 56                          | 41.76                     |
| 1906 . . . . . | 10,83,722                           | 1,09,743        | 56,418        | 5.21                         | ...   | 56,418        | 5.21   | 58                          | 44.00                     |

**2 (h) Ahmedabad-Parantij railway (3' 3 $\frac{3}{4}$ " gauge)—****Details of construction—**

This railway connects Ahmedabad, a station on the Bombay, Baroda and Central India railway, with Idar Road. It is 51.70 miles long. Its construction was sanctioned in 1896 and it was opened in 1897.

*Permanent-way.*—The permanent-way consists of 41 $\frac{1}{2}$ -lb. flat-footed steel rails on creosoted pine and deodar sleepers.

*Ballast.*—The line is ballasted with kunkur, sand and stone.

*Fencing.*—Only station yards are fenced.

*Curves.*—The sharpest curve is of 1,146 feet radius.

*Gradients.*—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 2</sup> <sub>Sub-heads (a) to (o)</sub> **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (h) Ahmedabad-Parantij railway (3' 3½" gauge)—*contd.*****Terms of contracts—**

The Ahmedabad-Parantij railway is worked under the following contracts:—

*Contracts of*—13th March 1896 (between the Secretary of State and the Ahmedabad-Parantij Railway Company) for construction.

4th June 1896 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for working.

1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions of the contracts are as follows:—

*Government aid.*—A rebate is allowed up to 10 per cent. of the gross earnings of the Bombay, Baroda and Central India and Rajputana-Malwa railways from traffic interchanged with the Ahmedabad-Parantij railway so as to make up an amount equal to interest for the year at the rate of 4 per cent. per annum on the actual capital expenditure, *plus* Rs. 5,000 per annum towards the Company's office expenses and expenses of management. Land provided free.

*Currency of contracts.*—Government may, by giving 12 months' notice, determine the contracts on the 31st December 1917 or at the end of any subsequent period of ten years, paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, but not exceeding by more than 20 per cent. the total capital expenditure of the Company, nor being less than such capital expenditure, or on the 31st December 1946 paying the Company in rupees an amount equal to the total capital expenditure.

*Power of Company to surrender contracts.*—Nil.

*Terms of working.*—The railway is debited with a share of the working expenses of the system (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) excluding the 2' and 2' 6" gauge lines, proportionate to its total earnings but not exceeding 41 per cent. of its gross earnings for the year. The net earnings thus arrived at are payable to the Ahmedabad-Parantij Railway Company.

*Rates and fares.*—To be arranged from time to time between Government and the working agency within the maximum and minimum rates and fares in force on the Rajputana-Malwa railway.

**Statistics of working—**

| TABLE I.       |                                    |                 |               |                               |                                |               |  | TABLE II.                   |                           |
|----------------|------------------------------------|-----------------|---------------|-------------------------------|--------------------------------|---------------|--|-----------------------------|---------------------------|
| Calendar year. | Capital outlay to end of each year | Gross earnings. | Net earnings. | Percentage on capital outlay. | Rebate from B., B. & C. I. Ry. | Total income. | Per cent. of total income on capital outlay. | Earnings per mile per week. | Pro: of exp: to earnings. |
|                | Rs.                                | Rs.             | Rs.           |                               | Rs.                            | Rs.           |  | Rs.                         |                           |
| 1896 . . . . . | 13,12,752                          | ...             | ...           | ...                           | ...                            | ...           | ...  | ...                         | ...                       |
| 1897 . . . . . | 19,42,211                          | 69,069          | 36,665        | 1.89                          | ...                            | 36,665        | 1.89   | 46                          | 46.92                     |
| 1898 . . . . . | 19,12,971                          | 1,19,790        | 8,816         | 4.42                          | ...                            | 85,436        | 4.42   | 38                          | 42.70                     |
| 1899 . . . . . | 19,49,616                          | 2,10,734        | 1,21,687      | 6.24                          | ...                            | 1,21,687      | 6.24   | 74                          | 42.23                     |
| 1900 . . . . . | 19,55,965                          | 2,65,105        | 1,55,952      | 7.93                          | ...                            | 1,55,952      | 7.93   | 93                          | 41.17                     |
| 1901 . . . . . | 19,49,355                          | 1,77,438        | 99,365        | 5.10                          | ...                            | 99,365        | 5.10   | 62                          | 44.00                     |
| 1902 . . . . . | 19,70,612                          | 1,79,794        | 1,00,685      | 5.11                          | ...                            | 1,00,685      | 5.11   | 63                          | 40.04                     |
| 1903 . . . . . | 19,88,839                          | 1,50,112        | 81,063        | 4.45                          | ...                            | 81,063        | 4.45   | 59                          | 44.00                     |
| 1904 . . . . . | 19,89,045                          | 1,86,227        | 1,04,287      | 5.24                          | ...                            | 1,04,287      | 5.24   | 65                          | 44.00                     |
| 1905 . . . . . | 19,91,753                          | 1,98,713        | 1,16,469      | 5.80                          | ...                            | 1,16,469      | 5.80   | 70                          | 41.69                     |
| 1906 . . . . . | 19,98,023                          | 2,20,934        | 1,23,727      | 6.19                          | ...                            | 1,23,727      | 6.19   | 78                          | 44.00                     |

**2 (i) Gaekwar's Mehsana railway (3' 3½" gauge)—****Details of construction—**

The total length of this railway is 92.63 miles. It consists of three branches, Mehsana to Kheralu, 27.73 miles, Mehsana to Viramgam, 40.21 miles, and Mehsana to Patan, 24.69 miles. The first branch was opened throughout in 1883 and the other two in 1891.

Besides the above 45.84 miles are under construction.

*Permanent way.*—The Kheralu and Viramgam branches are laid with 41½-lb. flat-footed steel rails on transverse steel and deodar sleepers. The Mehsana-Patan section is laid with 40-lb. iron rails on deodar sleepers, except in station yards and for the first 3 miles which are laid with 41½-lb. steel rails.

*Ballast.*—The line between Mehsana and Kheralu is ballasted with sand and the rest with kunkur.

*Fencing.*—The whole line, except 41½ miles which are fenced by wire, was originally fenced with cactus; but this has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

*Curves.*—The sharpest curve is of 1,910 feet radius.

*Gradients.*—The ruling gradient is 1 in 150.

**Terms of contracts—**

The railway is the property of the Baroda State and is worked under the following:—

*Agreement of*—1st July 1891 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The terms of working are the same as on the Petlad-Cambay railway (Anand-Tarapur section).

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main head 2  
Sub-heads (a) to (e) **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

2 (i) Gaekwar's Mehsana railway (3' 3½" gauge)—*concl'd.* •

## Statistics of working—

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                           |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|---------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Pro: of exp: to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                           |
| 1887           | 13,55,492                           | 27,590          | 5,564         | 0.41                         | 33                          | 80.05                     |
| 1888           | 9,16,565                            | 47,502          | 16,672        | 1.82                         | 43                          | 64.90                     |
| 1889           | 11,18,446                           | 55,290          | 20,318        | 1.82                         | 37                          | 61.82                     |
| 1890           | 25,44,010                           | 59,246          | 23,308        | 0.92                         | 41                          | 60.66                     |
| 1891           | 29,04,070                           | 1,94,247        | 1,05,801      | 3.64                         | 49                          | 45.53                     |
| 1892           | 29,71,610                           | 2,58,963        | 1,53,005      | 5.15                         | 54                          | 40.92                     |
| 1893           | 30,26,752                           | 3,36,859        | 1,98,250      | 6.55                         | 70                          | 41.12                     |
| 1894           | 30,94,578                           | 3,79,972        | 2,36,387      | 7.64                         | 79                          | 37.79                     |
| 1895           | 32,55,044                           | 3,38,144        | 2,02,440      | 6.22                         | 70                          | 40.18                     |
| 1896           | 32,61,448                           | 4,23,283        | 2,71,262      | 8.32                         | 88                          | 35.91                     |
| 1897           | 32,63,000                           | 3,39,125        | 1,18,354      | 3.63                         | 70                          | 46.58                     |
| 1898           | 32,62,612                           | 3,16,191        | 1,99,052      | 6.07                         | 72                          | 42.55                     |
| 1899           | 32,83,612                           | 3,76,160        | 2,16,654      | 6.60                         | 79                          | 42.40                     |
| 1900           | 33,01,950                           | 4,28,543        | 2,36,754      | 7.17                         | 89                          | 44.75                     |
| 1901           | 33,48,911                           | 3,92,227        | 2,15,111      | 6.42                         | 81                          | 45.16                     |
| 1902           | 33,67,329                           | 3,74,515        | 1,98,977      | 5.92                         | 78                          | 46.87                     |
| 1903           | 33,78,132                           | 3,47,083        | 1,77,466      | 5.25                         | 72                          | 48.87                     |
| 1904           | 33,95,678                           | 3,82,249        | 2,04,906      | 6.06                         | 79                          | 46.39                     |
| 1905           | 34,36,865                           | 4,52,184        | 2,62,904      | 7.65                         | 94                          | 41.86                     |
| 1906           | 42,74,358                           | 4,20,777        | 2,24,124      | 5.24                         | 87                          | 46.74                     |

2 (j) Jaipur (Siwai Madhopur) railway (3' 3½" gauge)—

## Details of construction—

From Jaipur the Rajputana-Malwa railway is utilized as far as Sanganeer, from which station this railway actually starts. The open mileage (Sanganer to Nawai) is 32.18 miles. It was sanctioned in 1897 and was opened in 1905.

There are 40.65 miles still under construction.

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

*Ballast.*—The line is ballasted with stone.

*Fencing.*—The line is unfenced except at stations and at points where the line crosses the main road.

*Curves.*—The sharpest curve is of 2,865 feet radius.

*Gradient.*—The limiting gradient is 1 in 250 in the down direction and 1 in 200 in the up direction.

## Terms of contract—

The railway is owned by the Jaipur State and worked by the Bombay, Baroda and Central India Railway Company under terms which are at present under consideration.

## Statistics of working—

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1905           | 18,24,728                           | 12,299          | 6,779         | 0.37                         | 52                          | 44.98                               |
| 1906           | 21,14,507                           | 68,943          | 36,617        | 1.73                         | 41                          | 46.89                               |

2 (k) Palanpur-Deesa railway (3' 3½" gauge)—

## Details of construction—

This railway is 17.28 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

*Permanent-way.*—The permanent-way consists of 40-lb. flat-footed iron rails; except in station yards and the first 8 miles of line which are laid with 41½-lb. steel rails. The rails are laid on Denham-Olipherts' plate, cast iron pot, and steel dish cover sleepers.

*Ballast.*—The line is ballasted with stone and sand.

*Fencing.*—The line is fenced throughout.

*Curves.*—The sharpest curve is of 1,910 feet radius.

*Gradients.*—The ruling gradient is 1 in 150.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 2</sup><sub>Sub-heads (a) to (c).</sub> **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.*****2 (k) Palanpur-Deesa railway (3' 3½" gauge)—*concl'd.*****Terms of contracts—**

The railway is worked under—

*Terms* contained in letter No. 44 Ry., dated the 30th March 1892, from the Government of India to the Secretary of State, and letter No. 62 Ry., dated the 23rd June 1892, from the Secretary of State to the Government of India.

*Contract of*—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The general conditions are as follows:—

*Government aid.*—The line is owned jointly by Government and the Palanpur Durbar.

*Currency of contract.*—The contract is coterminous with the Company's contract for working the Rajputana-Malwa railway. In the event of the line being extended, Government can terminate the contract on giving the Company six months' notice.

*Power of Company to surrender contract.*—Nil

*Terms of working.*—The railway is debited with a share of the working expenses of the system, excluding the 2' and 2' 6" gauge lines, in proportion to the total earnings of the Palanpur-Deesa railway, the net earnings thus arrived at in any half-year being divided between Government and the Palanpur Durbar in proportion to the capital provided by each after excluding from the Government capital the sum of Rs. 25,117, the extra expenditure incurred in providing a 5' 6" gauge sub-structure.

*Rates and fares.*—Same as on the Rajputana-Malwa railway.

**Statistics of working—**

| Calendar year. | TABLE I.                            |                            |                 |                             |                                 |                                      |                                       |                                 | TABLE II.                       |                             |                           |
|----------------|-------------------------------------|----------------------------|-----------------|-----------------------------|---------------------------------|--------------------------------------|---------------------------------------|---------------------------------|---------------------------------|-----------------------------|---------------------------|
|                | CAPITAL.                            |                            | Gross earnings. | NET EARNINGS.               |                                 | PER CENT. ON CAPITAL OUTLAY.         |                                       | Interest on Government capital. | Gain or loss to the Government. | Earnings per mile per week. | Pro: of exp: to earnings. |
|                | Contributed by the Palaupur Durbar. | Contributed by Government. |                 | Attributable to the Durbar. | Attributable to the Government. | On capital contributed by the Durbar | On capital contributed by Government. |                                 |                                 |                             |                           |
|                | Rs.                                 | Rs.                        | Rs.             | Rs.                         | Rs.                             |                                      |                                       | Rs.                             | Rs.                             | Rs.                         |                           |
| 1892           | 20,000                              | 56,746                     | ...             | ...                         | ...                             | ...                                  | ...                                   | 1,081                           | —1,031                          | ...                         |                           |
| 1893           | 1,85,000                            | 1,78,953                   | 4,426           | 1,325                       | 1,110                           | 0.72                                 | 0.63                                  | 5,371                           | —4,261                          | 38                          | 44.87                     |
| 1894           | 1,85,000                            | 2,14,601                   | 37,544          | 11,365                      | 11,781                          | 6.14                                 | 5.49                                  | 8,783                           | +2,998                          | 42                          | 38.75                     |
| 1895           | 1,85,000                            | 2,15,374                   | 38,182          | 11,383                      | 11,512                          | 6.13                                 | 5.35                                  | 8,878                           | +8,134                          | 42                          | 40.17                     |
| 1896           | 1,85,000                            | 2,32,746                   | 51,629          | 14,101                      | 15,972                          | 7.62                                 | 6.47                                  | 9,149                           | +5,923                          | 57                          | 43.56                     |
| 1897           | 1,85,000                            | 2,33,264                   | 43,364          | 10,883                      | 12,243                          | 5.88                                 | 5.25                                  | 9,305                           | +2,938                          | 48                          | 46.40                     |
| 1898           | 1,85,000                            | 2,33,264                   | 38,199          | 10,334                      | 11,628                          | 5.50                                 | 4.99                                  | 9,331                           | +2,297                          | 43                          | 42.56                     |
| 1899           | 1,85,000                            | 2,33,264                   | 44,628          | 12,102                      | 13,618                          | 6.54                                 | 5.84                                  | 9,330                           | +4,288                          | 50                          | 42.37                     |
| 1900           | 1,85,000                            | 2,33,264                   | 47,969          | 14,338                      | 12,616                          | 7.70                                 | 5.41                                  | 9,330                           | +3,286                          | 58                          | 43.66                     |
| 1901           | 1,85,000                            | 2,33,264                   | 36,805          | 9,375                       | 10,548                          | 5.07                                 | 4.52                                  | 9,330                           | +1,218                          | 41                          | 45.87                     |
| 1902           | 1,85,000                            | 2,36,786                   | 33,690          | 8,329                       | 8,380                           | 4.50                                 | 3.52                                  | 9,108                           | —1,078                          | 37                          | 47.01                     |
| 1903           | 1,85,000                            | 2,37,069                   | 29,734          | 7,423                       | 7,898                           | 4.01                                 | 3.33                                  | 9,132                           | —1,534                          | 33                          | 48.47                     |
| 1904           | 1,85,000                            | 2,37,069                   | 29,185          | 7,240                       | 8,340                           | 3.94                                 | 3.52                                  | 9,474                           | —1,134                          | 32                          | 46.49                     |
| 1905           | 1,85,000                            | 2,37,069                   | 35,178          | 9,469                       | 10,948                          | 5.12                                 | 4.58                                  | 9,472                           | +1,376                          | 39                          | 42.24                     |
| 1906           | 1,85,000                            | 2,39,155                   | 40,154          | 9,862                       | 11,376                          | 5.33                                 | 4.76                                  | 9,531                           | +1,845                          | 45                          | 47.11                     |

**2 (l) Rajputana-Malwa railway (3' 3½" gauge)—**

The Maharaja Holkar lent the British Government one hundred lakhs of rupees at 4½ per cent. per annum for the construction of the Khandwa-Indore section, and is entitled to a moiety of surplus profits.

The Maharaja Scindia of Gwalior lent the British Government seventy-five lakhs of rupees at 1 per cent. per annum for the construction of the Indore-Neemuch section and the branch to Ujjain.

The Cawnpore-Achnera line was leased to the Bombay, Baroda and Central India Railway Company on the 1st October 1886, and is now treated as an integral part of the Rajputana-Malwa railway.

The Rajputana-Malwa railway system has been worked by the Bombay, Baroda and Central India Railway Company since the 1st January 1885.

**Details of construction—**

The open mileage of the Rajputana-Malwa railway is 1,774.36 miles. It is made up of the following sections:— (1) *Rajputana section*, main line (Delhi to Ahmedabad), 539.15 miles; Rewari-Bandikui-Phulera loop, 178.89 miles; and branches, 139.28 miles; (2) *Malwa section*, main line (Khandwa to Ajmer), 393.19 miles; branch, 14.28 miles; (3) *Cawnpore-Achnera section*, main line (Cawnpore to Achnera), 239.47 miles; branches, 12.33 miles; (4) *Rewari-Fazilka section*, 282.77 miles.

The Rajputana section was sanctioned in 1870 and was opened in 1881; the Malwa section was sanctioned in 1872, opened in 1881; the Cawnpore-Achnera section was sanctioned in 1874, opened in 1884; and the Rewari-Fazilka section was sanctioned in 1861, opened in 1885. 2.92 miles of the line are double track.

*Permanent way.*—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41½-lb. and 50-lb. steel flat-footed rails on deodar sleepers. The Cawnpore-Achnera section has 41½-lb. and 50-lb. steel rails on deodar sleepers. The Rewari-Fazilka section has 41½-lb. steel rails on deodar sleepers.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number  $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (c)}}$  **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.**

**2 (i) Rajputana-Malwa railway (3' 3½" gauge)—contd.****Details of construction—concl'd.**

**Ballast.**—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

**Fencing.**—The total length of line fenced on the Rajputana section is 669 miles. The Malwa section is fenced for 93½ miles and at stations. The Cawnpore-Achnera section is fenced on both sides for 115½ miles on the main line, except for 7½ miles which are fenced on one side only. The Soron branch is fenced for 3½ miles and the Brindaban branch for 3½ miles. The Rewari-Bhatinda-Fazilka section is fenced for about 113½ miles and at stations. On the Rewari-Phulera section only the Narnaul station yard is fenced.

**Curves.**—The sharpest curve is of 600 feet radius.

**Gradients.**—The ruling gradient is 1 in 150, except on the Malwa section between Khanwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Puni where it is 1 in 40.

**Terms of contracts—**

The Rajputana-Malwa and Godhra-Rutlam-Nagda railways are worked together as one undertaking under the following contracts:—

**Contracts of—**24th September 1884.—The original contract (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) for maintaining and working the Rajputana-Malwa railway.

16th March 1888.—Contract supplemental to that of 1884 for maintaining and working the Cawnpore-Achnera railway as a part of the Rajputana-Malwa railway.

8th November 1889.—Contract supplemental to those of 1884 and 1888 for maintaining and working the Brindaban branch as a part of the Cawnpore-Achnera railway.

5th October 1893.—Supplemental to the original contract for maintaining and working the Godhra-Rutlam railway as a part of the Rajputana-Malwa railway.

1st October 1897.—Supplemental to those of 1884 and 1893 for maintaining and working the Rutlam-Nagda railway as a part of the Godhra-Rutlam railway.

1st February 1901.—Supplemental to those of 1884 and 1888 modifying the terms as to the division of working expenses.

The general conditions of the contracts are as follows:—

**Government aid.**—The line is the property of Government.

**Currency of contracts.**—The contracts were current up to the 31st December 1905, and shall continue in force as from that date until determined in pursuance of the provisions of the provisional contract, dated the 27th December 1905, between the Secretary of State and the Bombay, Baroda and Central India Railway Company.

**Power of company to surrender contracts.**—Nil.

**Terms of working.**—The working expenses of the system (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year, and a payment of Rs. 10 for every mile of line open to traffic to be made half-yearly to Government for supervision), excluding 2' and 2' 6" gauge lines, are pooled, and divided between the component parts of the system in proportion to the gross earnings of each. The net earnings thus arrived at of the Rajputana-Malwa, 3' 3½" gauge, and Godhra-Rutlam-Nagda, 5' 6" gauge, railways, are paid in full to Government.

**Rates and fares.**—Maximum and minimum rates and fares have been fixed within which the Company is authorised to vary the rates.

**Statistics of working—**

TABLE I. (Including the Godhra-Rutlam-Nagda railway).

| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest.  | Company's share of net earnings.* | Gain or loss to the State. |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|------------|-----------------------------------|----------------------------|
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.        | Rs.                               | Rs.                        |
| 1879           | 7,06,47,354                         | 38,61,997       | 15,01,903     | 2.18                         | 23,43,439  | ...                               | -13,01,536                 |
| 1880           | 8,38,87,014                         | 59,12,511       | 17,33,714     | 2.07                         | 35,81,449  | ...                               | -18,47,785                 |
| 1881           | 9,30,43,645                         | 91,70,110       | 35,96,044     | 3.86                         | 37,48,505  | ...                               | -1,52,461                  |
| 1882           | 9,91,83,933                         | 1,14,82,614     | 52,81,668     | 5.31                         | 38,74,919  | ...                               | +14,09,749                 |
| 1883           | 11,08,57,933                        | 1,35,54,166     | 63,39,208     | 5.72                         | 40,73,808  | ...                               | +22,64,400                 |
| 1884           | 11,92,03,595                        | 1,45,20,416     | 61,93,677     | 5.19                         | 43,90,548  | ...                               | +18,02,129                 |
| 1885           | 12,22,63,117                        | 1,73,00,501     | 79,71,364     | 6.52                         | 49,10,379  | ...                               | +30,61,585                 |
| 1886           | 12,80,39,407                        | 1,82,98,610     | 89,55,549     | 6.99                         | 51,73,731  | 6,28,054                          | +81,54,764                 |
| 1887           | 12,87,69,187                        | 1,65,24,203     | 81,21,547     | 6.31                         | 51,86,578  | 5,06,190                          | +24,31,779                 |
| 1888           | 12,96,59,656                        | 1,85,14,714     | 96,31,727     | 7.43                         | 52,37,945  | 4,99,009                          | +30,04,474                 |
| 1889           | 13,02,53,556                        | 1,99,70,095     | 1,07,97,217   | 8.29                         | *52,48,893 | 8,56,110                          | +46,92,914                 |
| 1890           | 13,06,01,510                        | 1,74,28,281     | 80,42,525     | 6.65                         | 52,61,298  | 0,57,051                          | +27,23,236                 |
| 1891           | 13,17,39,410                        | 2,17,39,570     | 1,23,17,065   | 9.35                         | 53,13,844  | 8,78,835                          | +61,34,386                 |
| 1892           | 14,34,24,072                        | 2,24,00,434     | 1,32,14,774   | 9.21                         | 56,14,176  | 13,45,793                         | +62,54,835                 |
| 1893           | 14,30,06,325                        | 2,36,39,265     | 1,35,35,640   | 9.33                         | 57,00,898  | 13,24,918                         | +62,99,914                 |
| 1894           | 14,72,89,589                        | 2,51,44,290     | 1,54,75,342   | 10.51                        | 58,77,844  | 15,63,148                         | +80,34,350                 |
| 1895           | 15,55,56,871                        | 2,45,42,974     | 1,44,02,335   | 9.26                         | 59,78,006  | 16,21,635                         | +08,02,117                 |
| 1896           | 15,03,08,345                        | 2,10,21,002     | 1,13,79,807   | 7.57                         | 60,63,242  | 9,93,351                          | +43,23,214                 |
| 1897           | 14,94,51,054                        | 1,81,74,358     | 1,00,97,068   | 6.76                         | 60,48,581  | 5,09,720                          | +35,38,707                 |
| 1898           | 15,03,74,739                        | 2,23,17,315     | 1,19,05,991   | 7.91                         | 60,77,599  | 9,58,967                          | +48,74,715                 |
| 1899           | 15,14,26,773                        | 2,60,91,541     | 1,47,30,148   | 9.73                         | 60,92,638  | 9,92,364                          | +76,45,126                 |
| 1900           | 15,81,25,211                        | 2,91,75,054     | 1,60,55,050   | 10.48                        | 61,35,151  | 21,87,610                         | +77,52,289                 |
| 1901           | 15,13,38,024                        | 2,78,62,290     | 1,48,89,645   | 9.65                         | 61,89,498  | 13,785                            | +86,86,362                 |
| 1902           | 15,64,35,445                        | 2,58,96,691     | 1,36,25,409   | 8.71                         | 62,80,315  | ...                               | +73,45,094                 |
| 1903           | 15,78,84,717                        | 2,27,25,664     | 1,12,42,360   | 7.18                         | 62,84,957  | 5,644                             | +50,51,769                 |
| 1904           | 16,17,31,083                        | 2,33,65,289     | 1,21,57,833   | 7.82                         | 64,55,047  | ...                               | +57,02,786                 |
| 1905           | 16,29,49,528                        | 2,84,44,243     | 1,62,39,890   | 9.97                         | 64,41,437  | ...                               | +97,88,459                 |
| 1906           | 16,65,57,367                        | 2,80,04,905     | 1,47,48,580   | 8.85                         | 65,99,940  | ...                               | +81,48,590                 |

\*R. 100 = 1000 Rs. and payment during the year.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 3</sup> <sub>Sub-heads (a) to (v)</sub> BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

2(l) Rajputana-Malwa railway (3' 3½" gauge)—concl'd.

Statistics of working—concl'd.

TABLE II.

| Calendar year. | Rajputana-Malwa, 3' 3½"     |                           | Holkar and Sindia-Neemuch, 3' 3½" |                           | Western Rajputana, 3' 3½"   |                           | Rowari-Ferozepore, 3' 3½"   |                           | Muttra-Hathras, 3' 3½"          |                           | Cawnpore-Farakhabad, 3' 3½" |                           | Muttra-Achnera, 3' 3½"      |                           | Cawnpore-Achnera, 3' 3½"    |                           | Godhra-Rotlam-Nagda, 5' 6"  |                           |
|----------------|-----------------------------|---------------------------|-----------------------------------|---------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|---------------------------------|---------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|
|                | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week.       | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week.     | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. |
| 1873           | 32                          | 96.50                     | 60                                | 84.02                     | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1874           | 69                          | 80.37                     | 60                                | 84.02                     | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1875           | 98                          | 84.04                     | 123                               | 91.71                     | ...                         | ...                       | ...                         | ...                       | 108                             | 58.18                     | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1876           | 114                         | 65.40                     | 59                                | 82.87                     | ...                         | ...                       | ...                         | ...                       | 55                              | 57.74                     | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1877           | 130                         | 67.99                     | 86                                | 76.86                     | ...                         | ...                       | ...                         | ...                       | 65                              | 54.86                     | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1878           | 136                         | 61.97                     | 122                               | 67.50                     | ...                         | ...                       | ...                         | ...                       | 65                              | 53.33                     | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1879           | 153                         | 66.74                     | 138                               | 74.33                     | 86                          | 86.08                     | ...                         | ...                       | 83                              | 51.97                     | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1880           | 152                         | 66.88                     | 118                               | 74.71                     | 151                         | 85.79                     | ...                         | ...                       | 89                              | 57.35                     | 18                          | 233.15                    | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1881           | 189                         | 60.41                     | 132                               | 69.11                     | ...                         | ...                       | ...                         | ...                       | 50                              | 69.19                     | 65                          | 69.76                     | 39                          | 89.01                     | ...                         | ...                       | ...                         | ...                       |
| 1882           | 188                         | 53.07                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | 81                              | 76.97                     | 86                          | 67.36                     | 57                          | 86.42                     | ...                         | ...                       | ...                         | ...                       |
| 1883           | 219                         | 52.18                     | ...                               | ...                       | ...                         | ...                       | 75                          | 81.28                     | Included with Cawnpore-Achnera. |                           |                             |                           | ...                         | ...                       | 50                          | 63.96                     | ...                         | ...                       |
| 1884           | 223                         | 56.92                     | ...                               | ...                       | ...                         | ...                       | 96                          | 67.28                     | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | 81                          | 69.17                     | ...                         | ...                       |
| 1885           | 224                         | 52.81                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | 70                          | 87.47                     | ...                         | ...                       |
| 1886           | 212                         | 50.27                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1887           | 191                         | 50.84                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1888           | 215                         | 48.26                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1889           | 230                         | 45.82                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1890           | 200                         | 50.41                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1891           | 251                         | 43.47                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1892           | 257                         | 41.01                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       |
| 1893           | 259                         | 41.12                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 50                          | 41.61                     |
| 1894           | 285                         | 38.19                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 106                         | 40.64                     |
| 1895           | 269                         | 46.29                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 184                         | 51.01                     |
| 1896           | 227                         | 44.35                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 189                         | 62.27                     |
| 1897           | 212                         | 46.60                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 146                         | 72.02                     |
| 1898           | 241                         | 42.83                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 181                         | 51.14                     |
| 1899           | 285                         | 42.06                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 172                         | 58.84                     |
| 1900           | 317                         | 43.18                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 219                         | 46.84                     |
| 1901           | 313                         | 46.23                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 156                         | 45.15                     |
| 1902           | 291                         | 47.54                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 140                         | 46.27                     |
| 1903           | 253                         | 40.16                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 147                         | 46.29                     |
| 1904           | 260                         | 47.68                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 158                         | 47.62                     |
| 1905           | 236                         | 42.95                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 224                         | 42.78                     |
| 1906           | 287                         | 47.37                     | ...                               | ...                       | ...                         | ...                       | ...                         | ...                       | ...                             | ...                       | ...                         | ...                       | ...                         | ...                       | ...                         | ...                       | 217                         | 47.04                     |

## 2(m) Vijapur-Kalol-Kadi railway (3' 3½" gauge)—

## Details of construction—

This railway is 41.37 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

**Permanent-way.**—16 miles are laid with 41½-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.**Ballast.**—The line is ballasted with broken stone and shingle.**Fencing.**—Only station yards and 11.07 miles of the Vijapur-Kalol section are fenced.**Curves.**—The sharpest curve is of 3,820 feet radius.**Gradients.**—The ruling gradient is 1 in 150.

## Terms of contracts—

The railway is the property of the Baroda State and is worked under the following:—

**Agreement of**—23rd November 1903 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.**Contract of**—1st February 1901 (between the Secretary of State and the Bombay, Baroda and Central India Railway Company) as to percentage of working charges.

The terms of working are the same as on the Pothad-Cambay railway (Anand-Tarapur section).

## Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              | TABLE II.                   |                           |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|---------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Pro: of exp: to earnings. |
| 1890           | Rs. 7,534                           | ...             | ...           | ...                          | ...                         | ...                       |
| 1900           | 20,885                              | ...             | ...           | ...                          | ...                         | ...                       |
| 1901           | 6,60,718                            | ...             | ...           | ...                          | ...                         | ...                       |
| 1902           | 10,47,188                           | 19,514          | 8,226         | 1.18                         | 29                          | 52.72                     |
| 1903           | 11,54,246                           | 56,916          | 28,782        | 2.43                         | 31                          | 49.43                     |
| 1904           | 13,35,402                           | 74,572          | 40,093        | 3.00                         | 35                          | 46.25                     |
| 1905           | 13,19,566                           | 87,181          | 50,496        | 3.83                         | 40                          | 42.05                     |
| 1906           | 13,34,925                           | 95,660          | 50,648        | 3.82                         | 44                          | 47.05                     |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 3</sup> <sub>Sub-heads (a) to (c)</sub> **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2(n) Gaekwar's Dabhoi railway (2' 6" gauge)—****Details of construction—**

The total length of the railway is 94.18 miles. It consists of three sections, Miyagam to Chanded, 30.62 miles; Dabhoi to Bodeli, 22.11 miles; and Dabhoi to Masor Road, 41.45 miles. The construction of those sections was first sanctioned in 1872, 1877 and 1879, respectively, and they were opened throughout in 1879, 1890 and 1904, respectively.

*Permanent-way.*—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there are still about 5 miles of 28-lb. iron rails in the road.

*Ballast.*—The line is chiefly ballasted with sand.

*Fencing.*—The line is practically unfenced except in station yards.

*Curves.*—The sharpest curve is of 500 feet radius.

*Gradients.*—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

**Terms of contracts—**

The line is owned by the Baroda State and worked under—

*Agreement of*—1st January 1897 (between the Government of His Highness the Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company) for working.

The general conditions of the agreement are as follows:—

*Government aid.*—Nil. The line is the property of the Baroda State.

*Currency of agreement.*—The agreement may be terminated at any time on one year's notice from either side to expire on the 30th June or 31st December.

*Terms of working.*—The Company work the railway at actual cost, plus 12½ per cent. of total working expenses (but not less than Rs. 500 per mensem or more than Rs. 800 per mensem, in a half-year) for superintendence.

*Rates and fares.*—The rates and fares are fixed from time to time by the Company with the approval of His Highness' Government, and as far as possible must conform generally with those in force on the Bombay, Baroda and Central India railway.

**Statistics of working—**

| Calendar year. | TABLE I.                           |                 |               |                              | TABLE II.      |                             |                           | REMARKS.  |
|----------------|------------------------------------|-----------------|---------------|------------------------------|----------------|-----------------------------|---------------------------|---|
|                | Capital outlay to end of each year | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Calendar year. | Earnings per mile per week. | Pro: of exp: to earnings. |   |
|                | Rs.                                | Rs.             | Rs.           |                              |                | Rs.                         |                           |   |
| 1879 . . .     | 9,62,450                           | 72,083          | 31,608        | 3.28                         | 1873           | 21                          | 98.34                     |   |
| 1880 . . .     | 11,65,510                          | 1,28,825        | 65,138        | 5.59                         | 1874           | 32                          | 75.78                     |   |
| 1881 . . .     | 12,57,448                          | 1,41,233        | 48,849        | 3.88                         | 1875           | 33                          | 78.11                     |   |
| 1882 . . .     | 12,78,942                          | 1,44,022        | 46,717        | 3.66                         | 1876           | 38                          | 75.35                     |   |
| 1883 . . .     | 12,73,630                          | 1,46,970        | 38,585        | 3.05                         | 1877           | 45                          | 78.20                     |   |
|                |                                    |                 |               |                              | 1878           | 43                          | 62.42                     |   |
| 1884 . . .     | 12,80,177                          | 1,49,491        | 48,560        | 3.80                         | 1879           | 46                          | 56.15                     |   |
| 1885 . . .     | 13,11,229                          | 1,52,283        | 55,923        | 4.24                         | 1880           | 51                          | 49.44                     |   |
| 1886 . . .     | 13,58,502                          | 1,53,339        | 39,394        | 2.90                         | 1881           | 46                          | 65.41                     |   |
| 1887 . . .     | 13,16,259                          | 1,50,732        | 47,339        | 3.52                         | 1882           | 47                          | 67.54                     |   |
| 1888 . . .     | 13,71,295                          | 1,45,757        | 43,854        | 3.19                         | 1883           | 48                          | 73.75                     |   |
|                |                                    |                 |               |                              | 1884           | 49                          | 67.43                     |   |
| 1889 . . .     | 16,10,398                          | 1,42,089        | 49,303        | 3.07                         | 1885           | 50                          | 63.47                     |   |
| 1890 . . .     | 17,53,877                          | 1,95,028        | 74,570        | 4.25                         | 1886           | 50                          | 74.37                     |   |
| 1891 . . .     | 17,94,157                          | 2,01,165        | 68,126        | 3.90                         | 1887           | 51                          | 60.73                     |   |
| 1892 . . .     | 18,47,403                          | 3,38,009        | 1,06,510      | 5.77                         | 1888           | 48                          | 69.91                     |   |
| 1893 . . .     | 18,55,158                          | 2,52,106        | 1,32,507      | 7.14                         | 1889           | 47                          | 65.45                     |   |
|                |                                    |                 |               |                              | 1890           | 57                          | 61.76                     |   |
| 1894 . . .     | 18,88,774                          | 2,40,316        | 95,429        | 5.05                         | 1891           | 54                          | 66.13                     |   |
| 1895 . . .     | 19,08,757                          | 2,34,173        | 96,764        | 5.02                         | 1892           | 64                          | 55.86                     |   |
| 1896 . . .     | 20,74,736                          | 2,58,788        | 1,25,657      | 6.06                         | 1893           | 68                          | 47.44                     |   |
| 1897 . . .     | 21,08,574                          | 2,20,901        | 50,949        | 2.42                         | 1894           | 65                          | 60.29                     |   |
| 1898 . . .     | 21,18,191                          | 2,10,240        | — 26,592      | ...                          | 1895           | 63                          | 58.73                     |   |
|                |                                    |                 |               |                              | 1896           | 69                          | 51.44                     |   |
| 1899 . . .     | 21,17,586                          | 2,45,974        | 87,571        | 4.14                         | 1897           | 56                          | 76.94                     |   |
| 1900 . . .     | 21,17,528                          | 2,35,281        | 61,093        | 2.84                         | 1898           | 51                          | 112.65                    |   |
| 1901 . . .     | 21,14,302                          | 2,53,936        | 73,427        | 3.47                         | 1899           | 60                          | 64.40                     |   |
| 1902 . . .     | 22,34,829                          | 2,23,473        | 76,867        | 3.62                         | 1900           | 57                          | 78.82                     |   |
| 1903 . . .     | 23,60,528                          | 2,60,550        | 7,467         | 0.32                         | 1901           | 62                          | 71.04                     |   |
|                |                                    |                 |               |                              | 1902           | 54                          | 65.69                     |   |
| 1904 . . .     | 24,64,682                          | 2,99,906        | 1,26,426      | 5.13                         | 1903           | 60                          | 97.18                     | The decrease in net earnings in 1903 was due principally to the cost of 3 engines having been charged to Revenue. |
| 1905 . . .     | 24,72,909                          | 3,72,467        | 2,04,004      | 8.25                         | 1904           | 65                          | 87.70                     |   |
| 1906 . . .     | 24,75,537                          | 3,94,517        | 1,78,665      | 7.22                         | 1905           | 76                          | 45.23                     |   |
|                |                                    |                 |               |                              | 1906           | 80                          | 54.75                     |   |

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 2</sup> <sup>Sub-heads (a) to (c)</sup> BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—contd.

## 2 (c) Rajpipla railway (2' 6" gauge)—

## Details of construction—

This line, which connects Anklesvar with Nandod, is 37·37 miles long. Its construction was sanctioned in 1894 and it was opened in 1899.

*Permanent-way.*—The line is laid with 41½-lb. flat-footed steel rails on half-round jungle teak sleepers.

*Ballast.*—The line is chiefly ballasted with coarse river sand.

*Fencing.*—Only the station yards and small lengths at miles 4 and 9 are fenced.

*Curves.*—The sharpest curve is of 1,182 feet radius.

*Gradients.*—The ruling gradient is 1 in 150.

## Terms of contracts—

The line is owned by the Rajpipla State and is worked under—

*Agreement of*—19th March 1900 between the Rajpipla State and the Bombay, Baroda and Central India Railway Company.

The general conditions of the agreement are as follows:—

*Government aid.*—Nil. The line is the property of the Rajpipla State.

*Currency of agreement.*—The agreement may be terminated by either party on the expiration of three years or at the end of any calendar half-year thereafter, on one year's notice from either side.

*Terms of working.*—The Rajpipla State is debited with the actual cost of working; and in addition one per cent. on the net earnings of the Rajpipla railway as contribution to the Provident Fund and 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem or more than Rs. 800 per mensem) for superintendence.

*Rates and fares.*—To be fixed from time to time by the Company with the approval of the Rajpipla State; and to conform with those generally in force on the Bombay, Baroda and Central India railway.

## Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              | TABLE II.                   |                           |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|---------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Pro: of exp: to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                           |
| 1894           | 12,674                              | ...             | ...           | ...                          | ...                         | ...                       |
| 1895           | 77,265                              | ...             | ...           | ...                          | ...                         | ...                       |
| 1896           | 4,09,141                            | ...             | ...           | ...                          | ...                         | ...                       |
| 1897           | 7,55,792                            | 5,705           | 6,554         | ...                          | 11                          | 214·33                    |
| 1898           | 11,03,333                           | 10,624          | —9,172        | ...                          | 11                          | 186·33                    |
| 1899           | 13,07,829                           | 35,809          | 8,478         | 0·65                         | 23                          | 78·32                     |
| 1900           | 13,06,159                           | 42,463          | 12,139        | 0·93                         | 25                          | 73·46                     |
| 1901           | 12,06,822                           | 47,182          | 10,187        | 0·80                         | 24                          | 77·77                     |
| 1902           | 13,05,415                           | 38,726          | 10,131        | 0·78                         | 20                          | 73·84                     |
| 1903           | 13,04,281                           | 44,870          | 10,674        | 0·82                         | 23                          | 76·19                     |
| 1904           | 13,04,522                           | 49,207          | 16,890        | 1·29                         | 25                          | 65·68                     |
| 1905           | 13,04,522                           | 62,017          | 28,194        | 2·16                         | 32                          | 54·54                     |
| 1906           | 13,04,807                           | 67,137          | 32,526        | 2·49                         | 35                          | 51·55                     |

Number <sup>Main head 3</sup> <sup>Sub-heads (a) to (d)</sup> EASTERN BENGAL (STATE) RAILWAY SYSTEM—

*Lines comprising the system.*—The Eastern Bengal (State) railway system is made up of—

|  | Open line. | Under construction or sanctioned for construction. | Total.   |
|--|------------|--|----------|
|  | Miles.     | Miles.   | Miles.   |
| (a) Eastern Bengal (State) railway, Eastern, Southern and Central sections (5' 6" gauge)                                   | 497·95     | 8·39   | 506·34   |
| (b) Eastern Bengal (State) railway, Northern, Behar, Dacca and Kaunia-Dhubri sections and Gahhati extension (3' 3½" gauge) | 715·31     | 228·27   | 943·58   |
| (c) branches and British section of the Santal Puri Extension (2' 6" gauge)  | 55·03      | ...  | 55·03    |
| (d) Mymensingh-Jamulpur-Jaganathganj railway (3' 3½" gauge)  | 53·22      | ...  | 53·22    |
| (d) Cooch Behar railway (2' 6" gauge)  | 33·60      | ...  | 33·60    |
| Total  | 1,358·11   | 236·66   | 1,594·77 |

## Running powers—

*Foreign line over home line:*—

|                     |  |                              |                               |
|---------------------|--|------------------------------|-------------------------------|
| East Indian railway | { Nalhati to Brace Bridge Junction<br>Canal Junction to Chitpore } | { for goods trains only<br>} | { 32·75<br>1·75<br>34·50<br>} |
|---------------------|--|------------------------------|-------------------------------|

## 3 (a) Eastern Bengal (State) railway, Eastern, Southern and Central sections (5' 6" gauge)—

## Details of construction—

The open mileage of the standard gauge portion of this system amounts to 497·95 miles, which may be divided into (1) *Eastern section*, main line, 145·07 miles, branches, 154·37 miles; (2) *Southern section*, main line, 29·20 miles, branches, 41·62 miles; (3) *Central section*, main line, 104·51 miles, branches, 23·15 miles. Of these 112·21 miles are double line. Besides the above there were under construction 3·39 miles of single, and 5·00 miles of double line; and 2·99 miles of double line are being quadrupled.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

**Number** <sup>Main head 3</sup> <sup>Sub-heads (a) to (d).</sup> **EASTERN BENGAL (STATE) RAILWAY SYSTEM—*contd.*****3 (a) Eastern Bengal (State) railway, Eastern, Southern and Central sections (5' 6" gauge)—*concl'd.*****Details of construction—*concl'd.***

Sanction was first given to the construction of the above mentioned sections of the Eastern Bengal (State) railway in 1859, 1862 and 1881, respectively, and they were opened throughout in 1871, 1863 and 1884.

**Permanent-way.**—The permanent-way on the double line portion of the Eastern section consists of 73-lb. and 75-lb. double-headed steel rails, with Denham-Olpherts' cast iron sleepers, except on the length between Calcutta and Naihati which is laid with 85-lb. bull-headed steel rails, with sal and jirrah sleepers at the joints. The single line portion of the Eastern section is also laid chiefly with 73-lb. and 75-lb. double-headed steel rails, the greater part on Denham and Olpherts' cast iron sleepers and the remainder on cast iron bowl and sal wood sleepers. The Murshidabad branch is laid with 75-lb. new pattern flat-footed steel rails on sal sleepers.

The double line portion of the Southern section and the Budge Budge branch are laid with 73-lb. double-headed steel rails on Denham and Olpherts' cast iron sleepers. The single line portion of the Southern section consists of 72-lb. and 73-lb. double-headed iron and steel rails mostly on Denham and Olpherts' cast iron sleepers. The Diamond Harbour branch is laid with 64-lb. and 73-lb. double-headed steel rails mostly on Denham and Olpherts' cast iron sleepers.

The Central section is laid with flat-footed steel rails 62 lbs. to the yard on sal sleepers.

**Ballast.**—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone.

**Fencing.**—The whole of the Eastern section is fenced, except between Panebooria Junction and Goalundo, and the Faridpur branch. The Southern section is fenced as far as Sonarpur; beyond Sonarpur to Canning there is no fencing. The Diamond Harbour and Budge-Budge branches are fenced. The Central section is fenced throughout.

**Curves.**—The sharpest curve is of 1,000 feet radius.

**Gradients.**—The ruling gradient is 1 in 300.

**Terms of contracts.**—*Nil.* The line is owned and worked by the State.

**Statistics of working.**—See pages 131 and 132.

**3 (b) Eastern Bengal (State) railway, Northern, Behar, Dacca and Kaunia-Dhubri sections and Gauhati extension (3' 3½" gauge)—****Details of construction—**

The metre gauge section comprises an open mileage of 718.31 miles and may be divided into (1) *Northern section*, main line, 196.85 miles, branches, 161.49 miles; (2) *Behar section*, main line, 81.86 miles, branches, 102.42 miles; (3) *Dacca section*, 85.92 miles; (4) *Kaunia-Dhubri section*, 51.02 miles and (5) *Gauhati extension*, 35.75 miles.

In addition to the above 228.27 miles are under construction.

Sanction was first given to the construction of (1), (2), (3) and (4) of the above-mentioned sections in 1874, 1881, 1862 and 1899, respectively, and they were opened through in 1878, 1889, 1885 and 1902. (5) was sanctioned in 1902 and opened up to mile 45.37 only in 1906.

**Permanent-way.**—The permanent-way consists of flat-footed steel rails, weighing 50 lbs. and 41½ lbs. per yard, on sal sleepers. On the Northern section, Sara to Siliguri, and the Brahmaputra-Sultanpur and Kaunia-Bonarpara branches and on the Gauhati extension the rails are 50-lb. On the Behar and Kaunia-Dhubri sections, Manihari Ghat to Dhubri, the greater part of the rails are 50-lb., and the remainder are 41½-lb. On the Kosi branch and the Dacca section the rails are all 41½-lb. On the Barsoi-Kissengunge branch the rails are mostly flat-footed iron, 40 lbs. per yard, the remainder being 41½-lb. steel. The sleepers are mostly sal, but there are also metal sleepers of various types.

**Ballast.**—The whole of the line, except the portion from Golokganj Junction to Dhubri, the Kaunia-Bonarpara branch and the Gauhati extension, is ballasted or shortly to be ballasted. The ballast is brick, stone and shingle.

**Fencing.**—The whole of the 3' 3½" gauge lines are fenced, except the Brahmaputra-Sultanpur, Barsoi-Kissengunge and Kaunia-Bonarpara branches, the Gauhati extension and the portions from Golokganj Junction to Dhubri and Dacca to Mymensingh.

**Curves.**—The sharpest curve is of 1,416 feet radius.

**Gradients.**—The ruling gradient is 1 in 200.

**Terms of contracts.**—*Nil.* The line is owned and worked by the State.

**Statistics of working.**—See pages 131 and 132.

**3 (c) Eastern Bengal (State) railway, Ranaghat-Krishnagar and Teesta-Kurigram branches, and the British section of the Santrabari extension (2' 6" gauge)—**

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal (State) railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2' 6" gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dhailla branch. The line from Teesta Junction to Mogalhat has been converted to the 3' 3½" gauge to form an integral part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

**Details of construction—**

The Ranaghat-Krishnagar branch is 20.25 miles long. Its construction was sanctioned in 1895 and it was opened in 1899.

The Teesta-Kurigram branch is 14.99 miles long; it was opened in 1881.

The British section of the Santrabari extension of the Cooch Behar State railway is 19.79 miles long. Its construction was sanctioned in 1897 and it was opened in 1901.

**Permanent-way.**—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25-lbs. per yard; the sleepers are punkado and sal. On the Santrabari extension the rails are flat-footed iron, 40-lbs. per yard, and flat-footed steel, 41½-lbs. per yard, laid on sal sleepers.

**Ballast.**—The Ranaghat-Krishnagar branch is brick ballasted; the Teesta-Kurigram branch is not ballasted; and the Santrabari extension is now being ballasted with stone.

**Fencing.**—No lines on the 2' 6" gauge are fenced.

**Curves.**—The sharpest curve is of 600 feet radius.

**Gradients.**—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200. On the Santrabari extension the ruling gradient is 1 in 100, and there is a short grade of 1 in 50 near the terminus (Jainti).

**Terms of contracts.**—*Nil.* The line is owned and worked by the State.

**Statistics of working.**—See pages 131 and 132.

### APPENDIX 38—*contd.*

*History of railways constructed and in progress.*

[For Index, see page 112.]

**Number** Main head 3  
Sub-heads (a) to (d) **EASTERN BENGAL (STATE) RAILWAY SYSTEM—contd.**

**3 (a) and (b) Eastern Bengal (State) railway (5' 6", 3' 3½" and 2' 6" gauge sections)—contd.**

### Statistics of working -

TABLE I.

| Calendar year. | Capital<br>outlay<br>to end of each<br>year. | Gross<br>earnings. | Net earnings. | Percentage<br>on capital<br>outlay. | Interest. | Annuity.  | Company's<br>share of<br>surplus<br>profits. | Gain or loss<br>to the<br>State. | REMARKS. |
|----------------|--|--------------------|---------------|-------------------------------------|-----------|-----------|--|----------------------------------|----------|
|                | Rs.  | Rs.                | Rs.           |                                     | Rs.       | Rs.       | Rs.  | Rs.                              |          |
| 1879           | 5,23,44,176                                  | 60,22,272          | 25,79,314     | 4.11                                | 28,51,165 | ...       | 3,67,336                                     | - 6,38,177                       |          |
| 1880           | 6,33,72,354                                  | 66,91,060          | 33,75,186     | 5.33                                | 29,27,692 | ...       | 5,71,050                                     | - 87,450                         |          |
| 1881           | 4,38,51,905                                  | 75,05,336          | 42,96,106     | 6.70                                | 28,50,922 | ...       | 8,24,125                                     | + 6,11,339                       |          |
| 1882           | 6,50,12,546                                  | 85,79,404          | 47,15,459     | 7.26                                | 27,92,007 | ...       | 8,95,529                                     | + 16,29,528                      |          |
| 1883           | 7,01,85,023                                  | 80,73,165          | 47,10,716     | 6.70                                | 29,45,783 | ...       | 4,95,223                                     | + 12,03,710                      |          |
| 1884           | 6,58,68,000                                  | 74,12,979          | 24,80,296     | 3.77                                | 15,92,186 | 3,50,920  | ...  | + 5,37,120                       |          |
| 1885           | 7,31,60,273                                  | 72,85,916          | 25,25,336     | 3.45                                | 21,82,794 | 7,22,920  | ...  | - 3,00,378                       |          |
| 1886           | 8,06,56,752                                  | 82,73,918          | 30,89,720     | 3.86                                | 21,31,239 | 19,04,750 | ...  | - 12,19,269                      |          |
| 1887           | 8,11,53,166                                  | 91,30,899          | 45,04,782     | 5.55                                | 41,71,008 | 14,90,152 | ...  | - 11,56,378                      |          |
| 1888           | 8,50,09,629                                  | 1,05,19,110        | 55,25,421     | 6.44                                | 28,84,744 | 20,11,011 | ...  | + 6,30,669                       |          |
| 1889           | 8,70,71,516                                  | 1,11,76,674        | 61,91,025     | 7.01                                | 30,15,703 | 26,43,953 | ...  | + 11,28,969                      |          |
| 1890           | 10,00,68,636                                 | 1,14,78,382        | 60,70,323     | 6.07                                | 30,96,150 | 18,11,110 | ...  | + 11,60,063                      |          |
| 1891           | 10,31,46,023                                 | 1,26,75,140        | 65,32,100     | 6.33                                | 33,97,713 | 17,51,621 | ...  | + 13,82,736                      |          |
| 1892           | 10,60,47,429                                 | 1,15,56,146        | 62,33,727     | 5.88                                | 33,85,181 | 16,58,923 | ...  | + 6,93,624                       |          |
| 1893           | 10,68,29,000                                 | 1,20,51,117        | 66,35,188     | 6.21                                | 39,53,310 | 16,48,185 | ...  | + 10,32,613                      |          |
| 1894           | 10,73,52,685                                 | 1,10,15,726        | 83,58,569     | 7.78                                | 41,01,624 | 18,91,850 | ...  | + 23,00,045                      |          |
| 1895           | 10,71,92,132                                 | 1,15,09,739        | 89,74,174     | 8.37                                | 41,50,115 | 18,72,565 | ...  | + 29,51,494                      |          |
| 1896           | 10,97,80,613                                 | 1,50,81,676        | 90,02,286     | 8.20                                | 41,06,132 | 17,56,150 | ...  | + 31,40,004                      |          |
| 1897           | 11,47,89,205                                 | 1,47,82,233        | 80,60,612     | 7.02                                | 42,89,509 | 16,32,378 | ...  | + 21,29,831                      |          |
| 1898           | 11,78,51,619                                 | 1,47,17,879        | 83,25,061     | 7.07                                | 47,69,836 | 15,75,920 | ...  | + 26,50,688                      |          |
| 1899           | 12,16,19,777                                 | 1,56,12,476        | 83,04,083     | 6.82                                | 45,00,276 | 15,23,591 | ...  | + 22,38,116                      |          |
| 1900           | 12,58,52,617                                 | 1,71,00,160        | 92,40,124     | 7.35                                | 47,02,516 | 15,98,769 | ...  | + 29,77,189                      |          |
| 1901           | 13,10,95,226                                 | 1,65,99,110        | 81,08,241     | 6.29                                | 41,11,665 | 23,37,123 | ...  | + 18,59,498                      |          |
| 1902           | 13,99,82,181                                 | 1,78,93,098        | 91,18,310     | 6.54                                | 41,25,883 | 23,29,885 | ...  | + 23,21,562                      |          |
| 1903           | 14,91,79,763                                 | 1,91,52,159        | 88,57,191     | 5.91                                | 47,10,867 | 23,33,577 | ...  | + 18,12,850                      |          |
| 1904           | 15,89,84,656                                 | 1,94,63,098        | 88,23,972     | 5.55                                | 50,38,995 | 23,33,925 | ...  | + 11,16,915                      |          |
| 1905           | 19,04,12,392                                 | 2,03,73,194        | 96,19,704     | 5.05                                | 56,28,238 | 23,33,780 | ...  | + 16,57,896                      |          |
| 1906           | 20,23,66,593                                 | 2,16,31,081        | 1,00,08,681   | 5.24                                | 63,28,666 | 23,33,925 | ...  | + 19,48,070                      |          |

\* Represents payment made to the Brahmputra-Saltanpur Branch-Railway Company up to last April 1904, on account of surplus profits and other adjustments.

TABLE II.

| Calendar year. | 3 (a)   |                           |   |                           | 3 (b)  |                           |                               |                           | 3 (c)   |                           |                               |                           |
|----------------|---|---------------------------|---|---------------------------|--|---------------------------|-------------------------------|---------------------------|---|---------------------------|-------------------------------|---------------------------|
|                | Eastern, Southern and Central sections (5' 6" gauge). |                           | Calcutta and South-Eastern section (5' 6" gauge). |                           | Northern Bengal (State) (3' 3½" gauge).      |                           | Kannia-Dhurdia (2' 6" gauge). |                           | Northern, Behar and Kannia-Dhurdia sections and Gauhati extension, including the Ranghat Krishnagar and Terstia-Kurigan branch, and the British section of the Santabari extension (3' 3½" and 2' 6" gauges). |                           | Dacca section (3' 3½" gauge). |                           |
|                | Earnings per mile per week.                           | Pro: of exp: to earnings. | Earnings per mile per week.                       | Pro: of exp: to earnings. | Earnings per mile per week.                  | Pro: of exp: to earnings. | Earnings per mile per week.   | Pro: of exp: to earnings. | Earnings per mile per week.   | Pro: of exp: to earnings. | Earnings per mile per week.   | Pro: of exp: to earnings. |
|                | Rs.   |                           | Rs.   |                           | Rs.  |                           | Rs.                           |                           | Rs.   |                           | Rs.                           |                           |
| 1862           | 94  | 55.59                     | 36  | 128.30                    | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1863           | 119   | 48.43                     | 58  | 131.07                    | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1864           | 176   | 51.67                     | 53  | 137.03                    | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1865           | 233   | 48.98                     | 75  | 114.32                    | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1866           | 243   | 51.05                     | 79  | 118.59                    | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1867           | 279   | 48.71                     | 64  | 133.66                    | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1868           | 308   | 46.33                     | 60  | 170.12                    | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1869           | 313   | 50.29                     | 55  | 145.54                    | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1870           | 335   | 55.69                     | 55  | 104.88                    | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1871           | 270   | 56.01                     | 40  | 90.82                     | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1872           | 314   | 66.60                     | 40  | 92.07                     | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1873           | 377   | 49.08                     | 70  | 102.56                    | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1874           | 433   | 52.18                     | 68  | 78.35                     | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1875           | 356   | 62.16                     | 71  | 80.48                     | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1876           | 401   | 43.66                     | 68  | 108.62                    | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1877           | 529   | 41.07                     | 81  | 81.74                     | 20   | 140.29                    | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1878           | 512   | 43.71                     | 86  | 75.08                     | 81   | 75.31                     | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1879           | 491   | 45.97                     | 92  | 66.14                     | 101  | 39.96                     | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1880           | 540   | 44.81                     | 98  | 71.32                     | 114  | 60.10                     | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1881           | 621   | 40.91                     | 104   | 66.43                     | 137  | 51.23                     | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1882           | 611   | 40.60                     | 130   | 97.42                     | 160  | 49.04                     | 25                            | 92.97                     | ...   | ...                       | ...                           | ...                       |
| 1883           | 466   | 50.14                     | 109   | 51.97                     | 169  | 48.20                     | 33                            | 81.19                     | ...   | ...                       | ...                           | ...                       |
| 1884           | 422   | 54.06                     | ...   | ...                       | 156  | 69.93                     | 39                            | 78.26                     | ...   | ...                       | ...                           | ...                       |
| 1885           | 380   | 61.25                     | Included with Eastern and Southern sections.      | ...                       | 153  | 70.16                     | 31                            | 107.29                    | ...   | ...                       | 47                            | 141.12                    |
| 1886           | 403   | 61.97                     | ...   | ...                       | 180  | 52.85                     | 29                            | 122.87                    | ...   | ...                       | 56                            | 111.47                    |
| 1887           | 208   | 52.23                     | ...   | ...                       | Included with Eastern and Southern sections. | ...                       | ...                           | ...                       | Included with Eastern and Southern sections.  | ...                       | ...                           | ...                       |
| 1888           | 546   | 47.47                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1889           | 565   | 44.66                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1890           | 521   | 47.13                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | ...   | ...                       | ...                           | ...                       |
| 1891           | 562   | 48.61                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 181   | 55.46                     | 93                            | 63.10                     |
| 1892           | 562   | 44.32                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 165   | 47.32                     | 85                            | 61.40                     |
| 1893           | 529   | 43.74                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 183   | 45.17                     | 96                            | 62.41                     |
| 1894           | 621   | 40.33                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 191   | 39.14                     | 112                           | 54.46                     |
| 1895           | 640   | 35.97                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 109   | 40.20                     | 120                           | 51.49                     |
| 1896           | 676   | 39.74                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 212   | 40.04                     | 115                           | 53.27                     |
| 1897           | 078   | 46.43                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 195   | 42.41                     | 114                           | 55.92                     |
| 1898           | 652   | 41.86                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 201   | 44.88                     | 129                           | 51.68                     |
| 1899           | 640   | 43.30                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 218   | 42.21                     | 131                           | 55.78                     |
| 1900           | 689   | 47.75                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 245   | 42.14                     | 146                           | 58.83                     |
| 1901           | 673   | 50.89                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 225   | 46.91                     | 187                           | 65.12                     |
| 1902           | 728   | 48.18                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 255   | 48.65                     | 146                           | 62.12                     |
| 1903           | 707   | 50.27                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 239   | 50.14                     | 144                           | 78.25                     |
| 1904           | 751   | 53.14                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 233   | 55.99                     | 145                           | 67.62                     |
| 1905           | 618   | 54.61                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 241   | 48.77                     | 155                           | 67.28                     |
| 1906           | 545   | 58.91                     | ...   | ...                       | ...  | ...                       | ...                           | ...                       | 243   | 54.08                     | 190                           | 56.74                     |

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 3</sup> Sub-heads (a) to (d). **EASTERN BENGAL (STATE) RAILWAY SYSTEM—contd.****3 (a) and (b) Eastern Bengal (State) railway (5' 6", 3' 3½" and 2' 6" gauge sections)—contd.**

Statistics of working—contd.

The tables below show the statistics of working of the Central section, the Brahmaputra-Sultanpur and Ranaghat-Krishnagar branches before they were purchased by the State.

Central section (late Bengal Central railway) (5' 6" gauge).

| Calendar year.  | TABLE I.                            |                 |               |                               |           |                                  |                            | TABLE II.                   |                                     |
|-----------------|-------------------------------------|-----------------|---------------|-------------------------------|-----------|----------------------------------|----------------------------|-----------------------------|-------------------------------------|
|                 | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Interest. | Company's share of net earnings. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                 | Rs.                                 | Rs.             | Rs.           |                               | Rs.       | Rs.                              | Rs.                        | Rs.                         |                                     |
| 1881            | 10,51,983                           | ...             | ...           | ...                           | 51,616    | ...                              | —51,616                    | ...                         | ...                                 |
| 1882            | 46,8,235                            | ...             | ...           | ...                           | 1,85,531  | ...                              | —1,85,531                  | ...                         | ...                                 |
| 1883            | 79,36,235                           | 1,07,551        | —39,390       | ...                           | 3,17,449  | ...                              | —3,56,839                  | 64                          | 136.50                              |
| 1884            | 90,51,719                           | 4,54,857        | —1,19,682     | ...                           | 3,62,189  | ...                              | —4,81,871                  | 76                          | 126.31                              |
| 1885            | 90,01,061                           | 5,35,753        | 6,233         | 0.09                          | 3,60,162  | ...                              | —3,51,929                  | 82                          | 98.46                               |
| 1886            | 89,05,705                           | 5,67,211        | —12,528       | ...                           | 3,75,210  | ...                              | —4,17,758                  | 87                          | 102.70                              |
| 1887            | 91,09,422                           | 6,18,194        | —7,928        | ...                           | 4,60,840  | ...                              | —4,68,768                  | 100                         | 101.22                              |
| 1888            | 92,53,170                           | 7,12,501        | 1,58,145      | 1.71                          | 5,15,942  | ...                              | —3,61,797                  | 110                         | 77.82                               |
| 1889            | 94,46,671                           | 7,37,131        | 2,95,367      | 3.13                          | 5,18,693  | ...                              | —2,22,755                  | 113                         | 59.85                               |
| 1890            | 96,88,212                           | 6,67,804        | 2,15,907      | 2.24                          | 4,39,962  | 53,902                           | —3,53,047                  | 109                         | 63.18                               |
| 1891            | 99,41,845                           | 8,11,653        | 3,27,536      | 3.30                          | 4,72,482  | 73,429                           | —2,18,175                  | 125                         | 59.62                               |
| 1892            | 1,00,65,784                         | 7,69,547        | 3,12,993      | 3.11                          | 5,30,251  | 71,600                           | —2,91,918                  | 118                         | 59.33                               |
| 1893            | 1,00,88,983                         | 7,83,629        | 3,14,302      | 3.12                          | 5,57,007  | 79,647                           | —3,01,662                  | 121                         | 59.80                               |
| 1894            | 1,01,11,004                         | 8,20,159        | 3,11,182      | 2.37                          | 6,11,115  | ...                              | —3,70,243                  | 126                         | 60.92                               |
| 1895            | 1,01,77,466                         | 9,17,591        | 3,98,869      | 3.92                          | 6,08,944  | 85,023                           | —2,95,158                  | 146                         | 57.90                               |
| 1896            | 1,06,38,927                         | 9,13,266        | 3,41,165      | 3.20                          | 5,69,175  | 91,906                           | —3,16,016                  | 144                         | 62.85                               |
| 1897            | 1,17,36,910                         | 11,38,759       | 5,16,972      | 4.40                          | 5,36,869  | 95,271                           | —1,15,158                  | 175                         | 56.08                               |
| 1898            | 1,23,85,300                         | 10,21,657       | 3,68,008      | 2.98                          | 5,19,231  | 1,30,642                         | —2,71,865                  | 158                         | 64.08                               |
| 1899            | 1,26,78,920                         | 11,59,989       | 4,11,813      | 3.48                          | 5,07,045  | 97,581                           | —1,62,863                  | 158                         | 61.23                               |
| 1900            | 1,26,96,115                         | 1,36,519        | 5,50,639      | 4.34                          | 5,04,965  | 1,21,611                         | —78,897                    | 185                         | 58.70                               |
| 1901            | 1,29,7,1075                         | 11,05,413       | 6,12,940      | 4.96                          | 5,08,291  | 1,46,144                         | —11,495                    | 194                         | 54.25                               |
| 1902            | 1,31,11,415                         | 13,15,214       | 5,73,918      | 4.38                          | 5,11,298  | 1,53,667                         | —91,047                    | 182                         | 56.43                               |
| 1903            | 1,31,88,948                         | 15,08,966       | 5,07,425      | 3.85                          | 5,15,651  | 1,21,830                         | —1,29,136                  | 209                         | 60.36                               |
| 1904            | 1,31,40,812                         | 15,94,608       | 5,39,679      | 4.10                          | 5,15,679  | 1,39,567                         | —1,06,567                  | 216                         | 65.40                               |
| 1905 { 1st half | 1,31,77,027                         | 6,66,363        | 1,58,575      | 1.40                          | 4,473     | 38,325                           | —1,15,575                  | 181                         | 76.20                               |
| 1905 { 2nd half |                                     |                 |               |                               |           |                                  |                            |                             |                                     |

Brahmaputra-Sultanpur (3' 3½" gauge) branch.

| Calendar year. | TABLE I.                            |                 |               |                               |           |                                  |                            | TABLE II.                   |                                     | REMARKS.  |
|----------------|-------------------------------------|-----------------|---------------|-------------------------------|-----------|----------------------------------|----------------------------|-----------------------------|-------------------------------------|---|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Interest. | Company's share of net earnings. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |   |
|                | Rs.                                 | Rs.             | Rs.           |                               | Rs.       | Rs.                              | Rs.                        | Rs.                         |                                     |   |
| 1897           | 2,02,919                            | ...             | ...           | ...                           | ...       | ...                              | ...                        | ...                         | ...                                 | Net earnings during 1899 and 1900 were paid over to the Company and interests up to 1900 were charged to capital. |
| 1898           | 12,35,167                           | ...             | ...           | ...                           | ...       | ...                              | ...                        | ...                         | ...                                 |   |
| 1899           | 19,58,137                           | 36,300          | ...           | ...                           | ...       | ...                              | ...                        | 38                          | 45.00                               |   |
| 1900           | 24,20,811                           | 1,36,587        | ...           | ...                           | ...       | ...                              | ...                        | 58                          | 45.00                               |   |
| 1901           | 28,27,619                           | 1,96,848        | 61,375        | 2.17                          | 42,414    | ...                              | +18,961                    | 64                          | 45.00                               | Amalgamated with the Eastern Bengal (State) railway.  |
| 1902           | 29,17,793                           | 2,40,124        | 1,12,233      | 4.53                          | 86,750    | 9,480                            | +36,003                    | 78                          | 45.00                               |   |
| 1903           | 29,42,486                           | 2,54,379        | 1,39,903      | 4.75                          | 88,185    | 22,742                           | +28,981                    | 82                          | 45.00                               |   |
| 1904           | ...                                 | ...             | ...           | ...                           | ...       | ...                              | ...                        | ...                         | ...                                 |   |

Ranaghat-Krishnagar (2' 6" gauge) branch.

| Calendar year.  | TABLE I.                            |                 |               |                               |                              |               |  | TABLE II.                   |                                     |
|-----------------|-------------------------------------|-----------------|---------------|-------------------------------|------------------------------|---------------|--|-----------------------------|-------------------------------------|
|                 | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Subsidy from District Board. | Total income. | Per cent. of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                 | Rs.                                 | Rs.             | Rs.           |                               | Rs.                          | Rs.           |  | Rs.                         |                                     |
| 1898            | 7,22,309                            | ...             | ...           | ...                           | ...                          | ...           | ...  | ...                         | ...                                 |
| 1899            | 7,27,800                            | 46,343          | 8,415         | 1.16                          | 12,352                       | 20,767        | 2.85   | 59                          | 81.84                               |
| 1900            | 7,51,800                            | 69,302          | 19,442        | 2.59                          | 9,472                        | 28,914        | 3.85   | 66                          | 71.95                               |
| 1901            | 7,51,187                            | 69,117          | 15,185        | 2.02                          | 1,465                        | 16,650        | 2.22   | 66                          | 78.08                               |
| 1902            | 7,51,188                            | 78,180          | 21,353        | 2.84                          | 15,960                       | 37,313        | 4.97   | 72                          | 71.97                               |
| 1903            | 7,42,657                            | 86,434          | 33,832        | 4.55                          | 5,674                        | 39,506        | 5.31   | 82                          | 60.36                               |
| 1904 { 1st half | ...                                 | 40,861          | 12,160        | ...                           | 2,876                        | 15,036        | ...  | ...                         | ...                                 |
| 1904 { 2nd half | ...                                 | ...             | ...           | ...                           | ...                          | ...           | ...  | ...                         | ...                                 |

Amalgamated with the Eastern Bengal (State) railway.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[ For Index see page 112.]

Number <sup>Main head 3</sup> <sub>Sub-heads (a) to (d)</sub> **EASTERN BENGAL (STATE) RAILWAY SYSTEM—contd.**

**3 (c) Mymensingh-Jamalpur-Jagannathganj Branch railway (3' 3½" gauge)—**

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal (State) railway at Goalundo by the India General Steam and River Steam Navigation Companies' steamer services.

**Details of construction—**

This railway is 53·22 miles long. Its construction was sanctioned in 1893 and it was opened in 1899.

*Permanent-way.*—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on s&l sleepers

*Ballast.*—The line is ballasted throughout with brick.

*Fencing.*—The line is fenced only at stations and through the town of Mymensingh.

*Curves.*—The sharpest curve is of 2,564 feet radius.

*Gradients.*—The ruling gradient is 1 in 300.

**Terms of contracts—**

The Mymensingh-Jamalpur-Jagannathganj branch railway is worked under the following contracts :—

*Contracts of*—6th January 1897 (between the Secretary of State and the India General Steam Navigation Company) for the construction and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.

3rd October 1899 (between the India General Steam Navigation Company, the India General Navigation and Railway Company and the Secretary of State) for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway office from Calcutta to London.

The general conditions of the contracts are as follows :—

*Government aid.*—Government in respect of each year allow to the Mymensingh-Jamalpur-Jagannathganj Branch Railway Company, by way of rebate on the share attributable to the Eastern Bengal (State) railway of the receipts from traffic interchanged between the two railways, such a sum not exceeding in any year the net earnings from traffic except railway stores interchanged between the Eastern Bengal (State) railway system and this railway, as will, together with the net earnings of the Company for the year, make up an amount equal to interest for the year at a rate of 3½ per cent. per annum on the actual capital expenditure. Land has been provided free of charge.

*Currency of contracts.*—Government may determine the contracts on 12 months' notice either on the 31st December 1919, or at the end of any subsequent period of 10 years or on the 31st December 1948, the Government paying, if contracts are determined on the 31st December 1919, or at the expiration of any subsequent period of 10 years, a sum equal to 25 times the average yearly net earnings, not including rebate payments, during the three years prior to determination, but not exceeding by more than 20 per cent., or not being less than, the total capital expenditure; and if determined on the 31st December 1948 (50 years), the total amount of such capital expenditure.

*Power of Company to surrender contracts.*—Nil.

*Terms of working.*—After deduction of 45 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), in which is included all such legal expenses of the Company as are properly debitable to revenue, the balance is payable to the Company.

*Rates and fares.*—To be arranged between Government and the working agency within the maxima and minima rates in force on the Eastern Bengal (State) railway.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                               |                          |               |                               | TABLE II.                   |                           |
|----------------|-------------------------------------|-----------------|---------------|-------------------------------|--------------------------|---------------|-------------------------------|-----------------------------|---------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Rebate from E. B. S. Ry. | Total income. | Percentage on capital outlay. | Earnings per mile per week. | Pro: of exp: to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                               | Rs. °                    | Rs.           |                               | Rs.                         |                           |
| 1896           | 1,950                               | ...             | ...           | ...                           | ...                      | ...           | ...                           | ...                         | ...                       |
| 1897           | 5,54,688                            | ...             | ...           | ...                           | ...                      | ...           | ...                           | ...                         | ...                       |
| 1898           | 10,44,638                           | 7,600           | 4,213         | 0·40                          | ...                      | 4,213         | 0·40                          | 27                          | 45·00                     |
| 1899           | 16,11,248                           | 66,499          | 36,575        | 2·27                          | ...                      | 36,575        | 2·27                          | 35                          | 45·00                     |
| 1900           | 18,78,395                           | 1,62,028        | 89,116        | 4·74                          | ...                      | 89,116        | 4·74                          | 58                          | 45·00                     |
| 1901           | 20,81,846                           | 1,67,756        | 92,265        | 4·43                          | ...                      | 92,265        | 4·43                          | 60                          | 45·00                     |
| 1902           | 22,55,677                           | 2,05,261        | 1,12,888      | 4·91                          | ...                      | 1,12,888      | 4·91                          | 74                          | 45·00                     |
| 1903           | 23,28,917                           | 2,22,825        | 1,24,993      | 5·37                          | ...                      | 1,24,993      | 5·37                          | 82                          | 45·00                     |
| 1904           | 23,51,113                           | 2,21,168        | 1,21,312      | 5·29                          | ...                      | 1,21,312      | 5·29                          | 81                          | 45·79                     |
| 1905           | 23,86,029                           | 2,16,642        | 1,18,748      | 4·98                          | ...                      | 1,18,748      | 4·98                          | 81                          | 45·19                     |
| 1906           | 24,15,348                           | 2,72,929        | 1,50,030      | 6·21                          | ...                      | 1,50,030      | 6·21                          | 103                         | 45·03                     |

**3 (d) Cooch Behar railway (2' 6" gauge)—****Details of construction—**

This railway is 33·60 miles long, consisting of main line, 22·15 miles, and branch, 11·45 miles known as the Native State section of the Cooch Behar-Santrabari extension. Its construction was sanctioned in 1891 and it was opened throughout in 1900.

*Permanent-way.*—The line is laid for 19·55 miles with 25-lb. and for 1·63 miles with 41½-lb. steel rails on s&l and pyinkado sleepers, and for 12·22 miles with 40-lb. iron rails on s&l sleepers. All rails are flat-footed.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main head 3 **EASTERN BENGAL (STATE) RAILWAY SYSTEM—*concl'd.*****3 (d) Cooch Behar railway (3' 6" gauge)—*concl'd.*****Details of construction—*concl'd.*****Ballast.**—The line is laid without ballast.**Fencing.**—The line is unfenced.**Curves.**—The sharpest curve is of 2,000 feet radius.**Gradients.**—The ruling gradient is 1 in 100.**Terms of contract—**

The Cooch Behar railway is worked under the following agreement:—

\* **Agreement**—of 15th June 1903, having effect from the 1st January 1901, (between the Secretary of State and His Highness the Maharaja of Cooch Behar) for working.

The general conditions of the agreement are as follows:—

**Government aid.**—The line is the property of the Cooch Behar State.**Currency of agreement.**—The Eastern Bengal (State) railway to maintain and work the Cooch Behar State railway for a period of five years from 1st January 1901.**Terms of working.**—The Eastern Bengal (State) railway to receive 40 per cent. of the gross earnings for maintenance and working; provided that when the stock of the Eastern Bengal (State) railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal (State) railway will receive and retain up to, but not exceeding, 45 per cent. of the gross earnings obtained from the use of such stock. The percentage of working charges will cover the cost of 'New Minor Works' up to the limit of Rs. 30 per mile per annum.**Rates and fares.**—The Eastern Bengal (State) railway administration have full control over rates and fares.

\* [Note.—The revision of this agreement is under consideration.]

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                           |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|---------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Pro: of exp: to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                           |
| 1891           | 11,685                              | ...             | ...           | ...                          | ...                         | ...                       |
| 1892           | 4,69,136                            | ...             | ...           | ...                          | ...                         | ...                       |
| 1893           | 6,65,172                            | 5,846           | —2,435        | ...                          | 13                          | 188.94                    |
| 1894           | 7,14,818                            | 40,280          | 8,976         | 1.20                         | 35                          | 78.71                     |
| 1895           | 7,90,953                            | 53,174          | 19,200        | 2.63                         | 46                          | 63.80                     |
| 1896           | 7,66,774                            | 70,128          | 38,570        | 5.03                         | 61                          | 45.00                     |
| 1897           | 9,01,310                            | 64,562          | 35,344        | 3.92                         | 51                          | 45.00                     |
| 1898           | 10,32,938                           | 66,124          | 6,687         | 0.65                         | 37                          | 45.00                     |
| 1899           | 12,99,631                           | 82,773          | 43,073        | 3.32                         | 53                          | 47.95                     |
| 1900           | 12,83,906                           | 94,792          | 51,602        | 4.02                         | 50                          | 43.41                     |
| 1901           | 13,04,923                           | 1,27,506        | 74,667        | 5.35                         | 72                          | 41.48                     |
| 1902           | 13,95,776                           | 1,24,711        | 74,452        | 5.33                         | 71                          | 40.31                     |
| 1903           | 14,91,329                           | 1,42,510        | 84,834        | 5.62                         | 82                          | 41.19                     |
| 1904           | 14,71,331                           | 1,47,575        | 86,996        | 5.91                         | 84                          | 41.05                     |
| 1905           | 14,82,493                           | 1,48,488        | 87,313        | 5.88                         | 85                          | 41.20                     |
| 1906           | 14,57,786                           | 1,68,751        | 77,615        | 5.23                         | 97                          | 53.89                     |

Number Main head 4 **EAST INDIAN RAILWAY SYSTEM—**

Sub-heads (a) to (d).

**Chairman.**—Bazett Wetenhall Colvin, Esq.**Secretary.**—Charles W. Young, Esq.**Offices.**—Nicholas Lane, London, E. C.**Lines comprising the system.**—The East Indian railway system is made up of—

|   | Open line. | Under construction or sanctioned for construction. | Total.   |
|---|------------|--|----------|
|   | Miles.     | Miles.   | Miles.   |
| (a) East Indian railway (5' 6" gauge)         | 2,165.04   | 258.72   | 2,423.76 |
| (b) Delhi-Umballa-Kalka railway (5' 6" gauge) | 162.36     | ...  | 162.36   |
| (c) South Behar railway (5' 6" gauge)         | 78.76      | ...  | 78.76    |
| (d) Tarkessur railway (5' 6" gauge)           | 22.23      | ...  | 22.23    |
| Total   | 2,128.39   | 258.72   | 2,687.11 |

**Running powers—****Home line over Foreign lines:—**

Agra East Bank to Agra Fort, Rajputana-Malwa railway } for goods trains only { 1.00  
 Naihati to Brace Bridge Junction and Chitpore, Eastern Bengal (State) railway } { 84.50  
 Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand (State) railway, for passenger trains only { 30.00

Total 45.50

**Foreign lines over Home line:—**

Bengal-Nagpur railway at Katni } for passenger and goods trains { 0.30  
 " " " at Asan-ol } { 0.50  
 " " " at Howrah } { 1.00  
 Great Indian Peninsula railway, Agra to Tandla } for passenger trains only { 12.75  
 " " " at Cawnpore } for passenger trains only { 0.97  
 " " " at Manikpur } for goods trains only { 0.52  
 " " " at Katni } for passenger and goods trains { 0.68  
 North-Western and Oudh and Rohilkhand (State) railways, Ghaziabad to Delhi { 13.00

Total 30.05

## APPENDIX 38—contd.

*History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 4</sup> **EAST INDIAN RAILWAY SYSTEM—contd.**  
Sub-heads (a) to (d).**4 (a) East Indian railway proper (5' 6" gauge)—****Details of construction—**

The open mileage of the East Indian railway proper is 2,165·04 miles. This may be divided into (1) main line (Howrah to Delhi), 955·08 miles; (2) Grand Chord line (Sitarampur to Moghal Sarai), 281 miles; (3) Loop line (Khana junction to Kiul), 250·39 miles; and (4) branches, 678·57 miles. Of the above 518·27 miles are double and 2·20 miles triple line.

There were in addition 258·72 miles of single line sanctioned for construction, of which 143·32 miles are actually under construction. 13·60 miles of existing single line are also in course of being doubled. The first sanction to constructing the main line was given in 1851 and it was opened throughout in 1871. The Loop line was opened in 1862 and the Grand Chord in 1906.

*Permanent-way.*—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Baran-Daltonganj branch, Agra branch and Shikohabad-Farukhabad branch are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both up and down roads of the main line from Howrah to Mokameh, a distance of 284 miles, the rails are 85-lb. bull-headed, with the exception of a few short lengths which still remain to be relaid. 85-lb. bull-headed rails have also been laid on the single line between Moghal Sarai and Khaga, a distance of 147 miles, and Sitarampur to Paharpur, a distance of 131 miles. The rest of the main line and branches are laid with double-headed rails weighing 75 lbs. per yard.

As at present laid, about thirty per cent. of the sleepers are wood and the remainder are iron. The wooden sleepers principally consist of sal and deodar; but of late Jharrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham Olpherts' pattern and weigh about 252 lbs. each.

*Ballast.*—The line is ballasted throughout with stone.

*Fencing.*—The line is fenced throughout, except on the Damuda, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Baran-Daltonganj and Shikohabad-Farukhabad branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia chords. The Grand Chord is being fenced.

*Curves.*—The sharpest curve is of 1,525 feet radius.

*Gradients.*—The ruling gradient of the main line is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhijha, and on the Grand Chord the ruling gradient is 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient of the Loop line, the Ondal-Sainthia Chord and the Jubbulpore branch is 1 in 200.

**Terms of contracts—**

The railway is worked under the following contracts:—

*Contracts of—*22nd December 1879.—East Indian Railway Company's principal contract.

10th November 1893.—Contract for the incorporation of the following State branches in the undertaking:—(Ghazipur (Dildarnagar to Tanighat); Bhadreswar (Bhadreswar junction to the right bank of the Hooghly); Mokameh (Mokameh junction to the Ganges); Digba Ghat (Bankipore junction to the right bank of the Ganges at Digba Ghat); Jharia (Barakar to the Jharia coal-fields); Toposi colliery (Toposi to Kharabad, Nundi to Panuria and Salanpur to Shamdi); Gya (Bankipore to Gya); and Azimganj (Nalhati to Azimganj)).

26th February 1896.—As to debenture capital

22nd November 1897.—Contract for the construction and working of the Moghal Sarai-Gya railway.

14th November 1899.—Contract modifying that of 1879.

The general conditions of the contracts are as follows:—

*Government aid.*—Government guarantee interest at 4 per cent. in sterling on £6,550,000 (being capital representing the deferred portion, i.e., one-fifth of the annuity payable under the terms of purchase). All capital is provided either by Government or by the Company by the issue of debentures or debenture stock, in such manner or on such terms as to interest or otherwise as the Secretary of State determines.

*Terms of contracts.*—The lines were purchased from the East Indian Guaranteed Railway Company by the State on the 1st January 1880, and all the contracts then subsisting between the Secretary of State and that Company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000,\* and it was provided by the Purchase Act that this should be paid in the form of a terminable annuity of the amount of £1,473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000), constitute the present East Indian Railway Company, which, since the purchase, has worked the railway for the Government under the contract of 1879 as modified by the contract of 1899. The deferred annuity holders receive, in lieu of the annuity, interest at 4 per cent. per annum on £6,550,000 and a share of the surplus profits of the railway. On the determination of the contract, the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.

*Currency of contracts.*—The contract of 1879 terminates on the 31st December 1929, but either party may determine the contract at the end of the 20th or at the end of any succeeding 5th year (computed from the 1st of January 1880) on giving two clear years' notice in writing to the other party of this intention.

*NOTE.*—Government relinquished their right to determine the contract at the end of the 20th year, and by mutual agreement the principal contract will not be determined before the 31st December 1910.

*Power of Company to surrender contract.*—See currency of contracts.

*Terms of working.*—After deducting working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the surplus profits (after payment of interest on debentures, annuity, interest on deferred portion of annuity, interest due to Government on capital advances, etc., and contribution to the Provident Fund) up to a sum of 25 lakhs of rupees are divided

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 4</sup> EAST INDIAN RAILWAY SYSTEM—contd.  
<sup>Sub-heads (a) to (d)</sup>

## 4 (a) East Indian railway proper (5' 6" gauge)—contd.

Terms of contracts—contd.

in proportion of four-fifths to Government and one-fifth to the Company. Any excess over 25 lakhs of rupees is divided in proportion of fourteen-fifths to Government and one-fifth to the Company.

Rates and fares.—Certain maxima and minima rates and fares have been fixed within which the Company is permitted to vary rates.

Statistics of working—

TABLE I.

| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest.    | Annuity.    | Company's share of net earnings. | Gain or loss to the State. | REMARKS.  |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|--------------|-------------|----------------------------------|----------------------------|---|
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.          | Rs.         | Rs.                              | Rs.                        |   |
| 1879           | 31,32,77,360                        | 4,35,16,730     | 2,86,14,479   | 8.34                         | 1,85,71,363  | ...         | 61,25,877                        | + 50,11,239                | * Interest in 1880 includes annuity charges, which cannot be separated. |
| 1880           | 34,35,77,327                        | 4,35,04,917     | 2,86,72,035   | 8.35                         | *1,98,06,263 | ...         | 17,72,690                        | + 70,93,082                |   |
| 1881           | 34,87,63,677                        | 4,54,11,472     | 3,08,35,036   | 8.84                         | 31,05,426    | 1,73,92,000 | 20,63,867                        | + 82,73,743                |   |
| 1882           | 35,07,21,155                        | 4,71,17,794     | 2,96,57,086   | 8.46                         | 32,81,761    | 1,73,92,000 | 17,88,073                        | + 71,95,249                |   |
| 1883           | 35,21,91,304                        | 4,94,67,085     | 3,11,50,380   | 8.84                         | 33,16,170    | 1,72,87,772 | 19,99,731                        | + 80,77,307                |   |
| 1884           | 35,57,38,760                        | 4,38,34,711     | 2,73,22,003   | 7.68                         | 35,58,045    | 1,78,56,459 | 11,72,321                        | + 47,41,188                |   |
| 1885           | 35,85,95,619                        | 4,63,86,914     | 3,30,16,360   | 9.21                         | 38,13,262    | 1,79,75,714 | 16,29,502                        | + 95,98,182                |   |
| 1886           | 36,06,85,918                        | 4,66,70,871     | 3,05,13,359   | 8.16                         | 39,91,104    | 1,89,50,137 | 14,97,278                        | + 60,74,812                |   |
| 1887           | 36,12,14,681                        | 4,60,65,631     | 3,13,34,263   | 8.67                         | 40,70,944    | 1,92,13,333 | 15,87,232                        | + 61,62,734                |   |
| 1888           | 36,09,27,830                        | 4,51,36,992     | 3,03,35,075   | 8.40                         | 40,73,297    | 2,03,14,730 | 11,64,893                        | + 47,53,555                |   |
| 1889           | 36,19,22,300                        | 4,19,57,001     | 2,91,05,230   | 8.12                         | 41,84,108    | 2,02,60,000 | 8,51,547                         | + 31,28,775                |   |
| 1890           | 36,21,22,758                        | 4,40,57,665     | 2,98,26,815   | 8.24                         | 41,83,278    | 2,03,14,330 | 10,37,019                        | + 42,62,988                |   |
| 1891           | 36,15,18,827                        | 4,56,87,001     | 3,60,37,028   | 9.97                         | 43,93,426    | 1,86,91,054 | 26,15,392                        | + 1,03,01,156              |   |
| 1892           | 36,24,97,506                        | 4,91,11,600     | 3,48,16,719   | 9.60                         | 37,25,754    | 2,06,17,164 | 20,88,769                        | + 83,55,041                |   |
| 1893           | 36,91,20,357                        | 5,08,14,634     | 3,60,94,233   | 9.78                         | 41,26,889    | 2,31,15,780 | 17,04,125                        | + 68,16,499                |   |
| 1894           | 37,24,36,356                        | 5,26,80,185     | 3,61,26,405   | 9.78                         | 43,37,088    | 2,43,89,382 | 15,39,767                        | + 61,59,068                |   |
| 1895           | 37,82,18,929                        | 5,11,50,566     | 3,78,31,728   | 10.00                        | 45,73,681    | 2,61,01,122 | 14,29,078                        | + 57,90,815                |   |
| 1896           | 38,27,66,003                        | 5,10,69,142     | 3,67,77,682   | 9.61                         | 46,90,562    | 2,78,19,455 | 12,45,733                        | + 49,81,932                |   |
| 1897           | 39,39,91,174                        | 5,88,24,013     | 4,11,94,160   | 10.53                        | 48,20,138    | 2,47,31,106 | 2,587,763                        | + 95,51,062                |   |
| 1898           | 40,71,91,326                        | 5,97,96,060     | 4,08,07,269   | 10.02                        | 50,16,114    | 2,32,64,522 | 2,109,244                        | + 99,96,978                |   |
| 1899           | 42,70,40,208                        | 6,35,45,974     | 4,26,60,071   | 9.99                         | 54,64,902    | 2,21,45,516 | 3,009,220                        | + 1,20,39,680              |   |
| 1900           | 44,28,43,540                        | 6,84,71,972     | 4,47,15,574   | 10.10                        | 60,18,054    | 2,15,64,963 | 18,00,104                        | + 1,55,27,150              |   |
| 1901           | 45,66,10,060                        | 7,03,96,636     | 4,57,13,311   | 10.01                        | 65,16,878    | 2,16,82,560 | 18,51,450                        | + 1,56,32,633              |   |
| 1902           | 47,06,40,882                        | 6,77,38,713     | 4,29,84,833   | 9.13                         | 70,31,922    | 2,16,16,868 | 16,19,945                        | + 1,26,79,508              |   |
| 1903           | 48,76,01,154                        | 6,99,72,699     | 4,61,08,122   | 9.52                         | 74,16,371    | 2,16,15,000 | 16,82,231                        | + 1,56,54,820              |   |
| 1904           | 50,26,09,029                        | 7,59,71,544     | 5,05,61,422   | 10.06                        | 80,23,978    | 2,16,15,000 | 20,61,276                        | + 1,88,61,168              |   |
| 1905           | 52,58,72,727                        | 7,56,47,139     | 4,81,85,131   | 9.16                         | 86,75,860    | 2,16,15,000 | 18,62,075                        | + 1,60,32,109              |   |
| 1906           | 54,79,28,499                        | 8,02,40,910     | 4,87,80,504   | 8.90                         | 94,14,920    | 2,16,15,000 | 18,50,039                        | + 1,59,00,515              |   |

TABLE II.

| Calendar year. | East Indian (5' 6" gauge).  |                           | Patna-Gya (5' 6" gauge).    |                           | Nalhati (4' 0" gauge).      |                           | Dildarnagar-Ghazipur (5' 6" gauge). |                           | Calendar year. | East Indian (5' 6" gauge).  |                           | Patna-Gya (5' 6" gauge).    |                           | Nalhati (4' 0" gauge).      |                           | Dildarnagar-Ghazipur (5' 6" gauge). |                           |
|----------------|-----------------------------|---------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|-------------------------------------|---------------------------|----------------|-----------------------------|---------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|-------------------------------------|---------------------------|
|                | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week.         | Pro: of exp: to earnings. |                | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week.         | Pro: of exp: to earnings. |
| 1854           | 131                         | 62.18                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       | 1881           | 578                         | 31.85                     | 173                         | 65.11                     | 47                          | 79.20                     | 63                                  | 99.52                     |
| 1855           | 108                         | 51.97                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       | 1882           | 601                         | 26.94                     | 184                         | 60.51                     | 51                          | 73.05                     | 73                                  | 85.24                     |
| 1856           | 167                         | 40.62                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       | 1883           | 630                         | 36.05                     | 153                         | 51.93                     | 57                          | 69.03                     | 80                                  | 49.87                     |
| 1857           | 232                         | 38.12                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       | 1884           | 558                         | 37.61                     | 174                         | 57.48                     | 55                          | 90.84                     | 75                                  | 58.37                     |
| 1858           | 279                         | 46.49                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       | 1885           | 589                         | 35.25                     | 174                         | 52.52                     | 54                          | 82.08                     | 75                                  | 52.28                     |
| 1859           | 253                         | 44.77                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       | 1886           | 591                         | 34.59                     | 180                         | 52.01                     | 59                          | 85.29                     | 78                                  | 52.05                     |
| 1860           | 231                         | 48.36                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       | 1887           | 583                         | 31.70                     | 178                         | 46.53                     | 65                          | 70.57                     | 77                                  | 46.45                     |
| 1861           | 240                         | 46.49                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       | 1888           | 567                         | 33.24                     | 168                         | 47.97                     | 74                          | 73.30                     | 71                                  | 91.13                     |
| 1862           | 192                         | 53.81                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       | 1889           | 557                         | 34.59                     | 175                         | 48.70                     | 73                          | 78.18                     | ...                                 | ...                       |
| 1863           | 223                         | 55.01                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       | 1890           | 638                         | 31.85                     | 174                         | 45.89                     | 71                          | 78.01                     | ...                                 | ...                       |
| 1864           | 253                         | 50.79                     | ...                         | ...                       | 36                          | 44.84                     | ...                                 | ...                       | 1891           | 615                         | 27.21                     | 201                         | 42.78                     | 66                          | 62.97                     | ...                                 | ...                       |
| 1865           | 311                         | 44.82                     | ...                         | ...                       | 41                          | 63.28                     | ...                                 | ...                       | 1892           | 587                         | 28.47                     | 193                         | 42.94                     | Converted to 5' 6" gauge.   | ...                       | ...                                 | ...                       |
| 1866           | 374                         | 44.24                     | ...                         | ...                       | 36                          | 105.15                    | ...                                 | ...                       | 1893           | 584                         | 27.44                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1867           | 369                         | 48.91                     | ...                         | ...                       | 45                          | 68.81                     | ...                                 | ...                       | 1894           | 604                         | 30.87                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1868           | 346                         | 44.88                     | ...                         | ...                       | 57                          | 83.60                     | ...                                 | ...                       | 1895           | 603                         | 31.07                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1869           | 399                         | 44.42                     | ...                         | ...                       | 60                          | 59.84                     | ...                                 | ...                       | 1896           | 597                         | 31.98                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1870           | 424                         | 43.68                     | ...                         | ...                       | 60                          | 48.77                     | ...                                 | ...                       | 1897           | 649                         | 29.47                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1871           | 338                         | 43.36                     | ...                         | ...                       | 55                          | 58.07                     | ...                                 | ...                       | 1898           | 658                         | 31.76                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1872           | 363                         | 41.44                     | ...                         | ...                       | 53                          | 57.14                     | ...                                 | ...                       | 1899           | 697                         | 32.84                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1873           | 382                         | 38.75                     | ...                         | ...                       | 60                          | 60.06                     | ...                                 | ...                       | 1900           | 708                         | 34.73                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1874           | 474                         | 35.70                     | ...                         | ...                       | 61                          | 67.22                     | ...                                 | ...                       | 1901           | 733                         | 35.06                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1875           | 374                         | 39.58                     | ...                         | ...                       | 57                          | 78.42                     | ...                                 | ...                       | 1902           | 687                         | 30.55                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1876           | 452                         | 35.08                     | ...                         | ...                       | 54                          | 111.15                    | ...                                 | ...                       | 1903           | 692                         | 33.64                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1877           | 505                         | 31.85                     | ...                         | ...                       | 64                          | 100.47                    | ...                                 | ...                       | 1904           | 749                         | 33.39                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1878           | 507                         | 35.09                     | ...                         | ...                       | 64                          | 79.41                     | ...                                 | ...                       | 1905           | 786                         | 35.74                     | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |
| 1879           | 552                         | 32.88                     | 121                         | 55.84                     | 65                          | 67.56                     | ...                                 | ...                       |                |                             |                           |                             |                           |                             |                           |                                     |                           |
| 1880           | 649                         | 33.04                     | 162                         | 56.18                     | 49                          | 105.33                    | 56                                  | 128.33                    | 1906           | (a) 732                     | (a) 38.65                 | ...                         | ...                       | ...                         | ...                       | ...                                 | ...                       |

(a) Includes the South Behar railway which is now worked as part of the undertaking.

APPENDIX 38—*contd.**History of railway constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 4</sup> <sub>Sub-heads (a) to (d)</sub> **EAST INDIAN RAILWAY SYSTEM—*contd.*****4 (d) Delhi-Umballa-Kalka railway (5' 6" gauge)—***Chairman.*—Colonel Alexander Jerome Filgate, R.E.*Secretary.*—C. E. Rutter, Esq.*Offices.*—17, Victoria Street, Westminster, S. W.**Details of construction—**

This railway is 162·36 miles long. It was opened throughout in 1891.

*Permanent-way.*—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham Olpherts' cast-iron plate and wooden sleepers with cast iron chairs.*Ballast.*—The line is ballasted throughout with stone.*Fencing.*—The line is fenced throughout.*Curves.*—The sharpest curve is of 1,010 feet radius.*Gradients.*—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.**Terms of contracts—**

The railway is worked under the following contracts:—

*Contracts of*—24th January 1889 (between the Secretary of State and the East Indian Railway Company) for working.

12th February 1889 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for construction.

19th March 1890 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for raising of additional capital by the issue of debentures.

19th December 1895 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) conceding to the Company from the 1st January 1893 the  $\frac{3}{4}$  per cent. of gross earnings previously retained by Government.

24th July 1896 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) for the provision of funds for capital works.

9th June 1897 (between the Secretary of State and the Delhi-Umballa-Kalka Railway Company) guaranteeing interest at the rate of  $3\frac{1}{4}$  per cent. on share capital.

The general conditions of the contracts are as follows:—

*Government aid.*—By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of  $3\frac{1}{4}$  per cent. per annum on their share capital. Land was also provided free of cost.*Duration of contracts.*—The contracts may be determined by effluxion of time on the 31st December 1916, unless some arrangement be effected for continuing the working. Should such arrangement be made, Government may determine the contract on the 31st December 1926 or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Subsidy payments by Government are to be excluded from the profits of the Company in calculating the price to be paid on purchase by Government.*Power of Company to surrender contracts.*—Nil.*Terms of working.*—Government undertake (through the agency in the first instance of the East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1916, taking 48 per cent. of the gross receipts of the railway for the working agency (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' and a payment of Rs. 10 for every mile of line open to traffic to be made half-yearly to Government for supervision) and paying 52 per cent. to the Company. Surplus profits in excess of  $3\frac{1}{4}$  per cent. per annum are divided equally between Government and the Company until Government have been repaid advances of subsidy, with interest. Thereafter all surplus profits belong to the Company.*Rates and fares.*—To be agreed upon from time to time between the Secretary of State and the working agency; but in the case of that portion of the line between Delhi and Umballa they are to be not more than the maximum, nor less than the minimum, rates and fares in force on the East Indian railway, and in the case of the portion between Umballa and Kalka not more than three times such maximum nor less than such minimum.**Statistics of working—**

| TABLE I.       |                                     |                 |               |                               |                          |               |   | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|-------------------------------|--------------------------|---------------|---|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Subsidy from Government. | Total income. | Percentage of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                               | Rs.                      | Rs.           |   | Rs.                         |                                     |
| 1889 . . . . . | 58,90,335                           | ...             | ...           | ...                           | ...                      | ...           | ...   | ...                         | ...                                 |
| 1890 . . . . . | 1,35,55,150                         | ...             | ...           | ...                           | ...                      | ...           | ...   | ...                         | ...                                 |
| 1891 . . . . . | 1,55,41,692                         | 9,07,697        | 4,72,002      | 3·04                          | ...                      | 4,72,002      | 3·04  | 128                         | 48·00                               |
| 1892 . . . . . | 1,58,22,137                         | 10,81,769       | 5,62,520      | 3·56                          | ...                      | 5,62,520      | 3·56  | 129                         | 48·00                               |
| 1893 . . . . . | 1,55,21,600                         | 11,88,504       | 6,23,224      | 4·01                          | ...                      | 6,23,224      | 4·01  | 143                         | 48·00                               |
| 1894 . . . . . | 1,55,25,517                         | 13,37,326       | 6,95,514      | 4·48                          | ...                      | 6,95,514      | 4·48  | 159                         | 48·00                               |
| 1895 . . . . . | 1,55,06,120                         | 14,60,519       | 7,59,470      | 4·90                          | ...                      | 7,59,470      | 4·90  | 174                         | 48·00                               |
| 1896 . . . . . | 1,54,49,783                         | 13,18,840       | 6,85,797      | 4·44                          | ...                      | 6,85,797      | 4·44  | 158                         | 48·00                               |
| 1897 . . . . . | 1,53,26,595                         | 15,73,319       | 8,18,126      | 5·34                          | ...                      | 8,18,126      | 5·34  | 166                         | 48·00                               |
| 1898 . . . . . | 1,53,43,567                         | 16,07,512       | 8,35,906      | 5·45                          | ...                      | 8,35,906      | 5·45  | 191                         | 48·00                               |
| 1899 . . . . . | 1,53,01,272                         | 14,40,378       | 7,29,511      | 4·77                          | ...                      | 7,29,511      | 4·77  | 172                         | 48·00                               |
| 1900 . . . . . | 1,53,16,467                         | 13,72,523       | 7,13,712      | 4·66                          | ...                      | 7,13,712      | 4·66  | 163                         | 48·00                               |
| 1901 . . . . . | 1,52,92,648                         | 18,05,858       | 9,30,046      | 6·14                          | ...                      | 9,30,046      | 6·14  | 213                         | 48·00                               |
| 1902 . . . . . | 1,51,23,791                         | 18,66,693       | 9,70,681      | 6·29                          | ...                      | 9,70,681      | 6·29  | 221                         | 48·00                               |
| 1903 . . . . . | 1,55,49,068                         | 18,20,960       | 9,52,099      | 6·12                          | ...                      | 9,52,099      | 6·12  | 216                         | 48·00                               |
| 1904 . . . . . | 1,55,51,783                         | 18,58,475       | 9,63,807      | 6·19                          | ...                      | 9,63,807      | 6·19  | 218                         | 48·00                               |
| 1905 . . . . . | 1,56,07,409                         | 20,16,936       | 10,48,507     | 6·72                          | ...                      | 10,48,507     | 6·72  | 238                         | 48·00                               |
| 1906 . . . . . | 1,57,26,333                         | 20,04,219       | 10,42,194     | 6·63                          | ...                      | 10,42,194     | 6·63  | 237                         | 48·00                               |

# APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

### Number <sup>Main haul 4</sup> Sub-heads (a) to (d) **EAST INDIAN RAILWAY SYSTEM—contd.**

#### 4 (c) South Behar railway (5' 6" gauge)—

*Chairman.*—Sir Henry S. Cunningham, K.C.I.E.

*Secretary.*—E. Z. Thornton, Esq.

*Offices.*—1<sup>st</sup>, Queen Anne's Gate, Westminster, S. W.

#### Details of construction—

This railway is 78·76 miles long. It connects Luckeeserai with Gya and was opened in 1899.

*Permanent-way.*—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham Olpherts' cast-iron plate sleepers.

*Ballast.*—The line is ballasted throughout with stone.

*Fencing.*—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

*Curves.*—The sharpest curve is of 3,000 feet radius.

*Gradients.*—The ruling gradient is 1 in 400.

#### Terms of contracts—

The railway is worked under the following contracts:—

*Contracts of*—7th August 1895 (between the Secretary of State and the South Behar Railway Company) for construction.

22nd August 1895 (between the Secretary of State and the East Indian Railway Company) for working.

The general conditions of the contracts are as follows:—

*\*Government aid.*—Government, in respect of each half-year, allow to the South Behar Railway Company, by way of rebate on the share attributable to the East Indian railway of the receipts from traffic interchanged between the two railways, a sum not exceeding 30 per cent. of such share as will, together with the net earnings of the South Behar Railway Company, make up an amount equal to interest for the half-year at the rate of 4 per cent. per annum on the actual capital expenditure on the South Behar railway. For the purpose of calculating this rebate, the capital expenditure is to be regarded as not exceeding Rs. 120 lakhs, and the amount towards making up of which the rebate is to be allowed is to be limited to Rs. 2,40,000 in any half-year. Land was also provided free of cost.

*Currency of contracts.*—Government have power to determine the contracts on the 30th June 1919, or at the end of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination, the Government will pay to the Company in England an amount equal to the total paid up capital in sterling, so far as such capital has been expended on the undertaking with the authority of the Secretary of State.

*Power of Company to surrender contracts.*—Nil.

*\*Terms of working.*—For the first two years after the opening of any section, the cost of maintenance was charged against capital, Government retaining only 35 per cent. of the gross earnings for providing rolling-stock and working the line, the remaining 65 per cent. going to the Company. Thereafter, Government retain 45 per cent. of the gross earnings (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work' and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) to meet the cost of maintaining, stocking and working the line, the Company taking the remaining 55 per cent.

*\*Rates and fares.*—To be agreed upon from time to time between the Government and the working agency within the maxima and minima rates and fares in force on the East Indian railway.

*[\*NOTE.]*—It has since been agreed between the Secretary of State and the South Behar Railway Company that, in lieu of the net receipts as provided by clause 20 of the contract of the 7th August 1895, a fixed sum by way of rental at the rate of £10,000 per annum as from the 1st January 1918 will be paid to the Company by the Secretary of State. The clauses of the same contract relating to the application of gross earnings, rebate, net receipts, maintenance and working, rates and fares, and other clauses similarly affected, by the new agreement, will be cancelled, and provision made by a new contract for the use and working of this railway, and the making of any alterations, improvements or additions by the Secretary of State, at his own risk and cost, free from control or interference by the Company. It has also been arranged between the Secretary of State and the East Indian Railway Company that the latter shall work the South Behar Railway as part of its undertaking, instead of on the terms of the contract of the 22nd August 1895, the annual rental of £20,000 payable to the South Behar Railway Company, together with interest at 3½ per cent. on the Government advances for the purposes of the South Behar line forming a charge against the net revenue of the undertaking.]

#### Statistics of working—

| TABLE I.       |                                     |                 |                 |                               |                       |               |   | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|-----------------|-------------------------------|-----------------------|---------------|---|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings.   | Percentage on capital outlay. | Rebate from E. I. Ry. | Total income. | Percentage of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.             |                               | Rs.                   | Rs.           |   | Rs.                         |                                     |
| 1895 . . . . . | 5,17,983                            | ...             | ...             | ...                           | ...                   | ...           | ...   | ...                         | ...                                 |
| 1896 . . . . . | 30,88,036                           | ...             | ...             | ...                           | ...                   | ...           | ...   | ...                         | ...                                 |
| 1897 . . . . . | 82,72,145                           | ...             | ...             | ...                           | ...                   | ...           | ...   | ...                         | ...                                 |
| 1898 . . . . . | 97,45,791                           | ...             | ...             | ...                           | ...                   | ...           | ...   | ...                         | ...                                 |
| 1899 . . . . . | 1,18,16,730                         | 2,03,328        | 1,32,163        | 1·12                          | 83,403                | 1,65,566      | 1·40  | 101                         | 35·00                               |
| 1900 . . . . . | 1,23,15,110                         | 4,67,133        | 3,03,636        | 2·47                          | 1,44,404              | 4,48,040      | 3·61  | 114                         | 35·00                               |
| 1901 . . . . . | 1,21,66,133                         | 5,14,570        | 3,08,922        | 2·50                          | 1,28,082              | 4,36,904      | 3·53  | 125                         | 40·02                               |
| 1902 . . . . . | 1,19,86,612                         | 4,90,800        | 2,74,895        | 2·29                          | 1,35,445              | 4,10,340      | 3·42  | 122                         | 45·00                               |
| 1903 . . . . . | 1,20,01,597                         | 5,24,005        | 2,88,533        | 2·40                          | 1,57,708              | 4,46,241      | 3·72  | 128                         | 45·00                               |
| 1904 . . . . . | 1,19,52,914                         | 5,70,353        | 3,13,697        | 2·62                          | 1,65,342              | 4,79,079      | 4·00  | 133                         | 45·00                               |
| 1905 . . . . . | 1,19,77,154                         | 5,55,190        | 3,05,360        | 2·55                          | 1,72,721              | 4,78,081      | 3·99  | 135                         | 45·00                               |
| 1906 . . . . . | 1,19,74,947                         | ...             | See note above. | ...                           | ...                   | ...           | ...   | ...                         | ...                                 |

#### 4 (d) Tarkessur railway (5' 6" gauge)—

#### Details of construction—

This railway, which connects Secraphuli, a station on the East Indian railway, with Tarkessur, is 22·23 miles long. Its construction was sanctioned in 1883 and it was opened in 1885.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 4</sup><sub>Sub-heads (a) to (d)</sub> **EAST INDIAN RAILWAY SYSTEM—concl'd.****4 (d) Tarkessur railway (5' 6" gauge)—concl'd.****Details of construction—concl'd.***Permanent-way.*—The permanent-way consists of 74-1½ iron rails laid on Denham Olpherts' cast-iron plate sleepers.*Ballast.*—The line is ballasted throughout with stone.*Fencing.*—The line is fenced throughout.*Curves.*—The sharpest curve is of 2,700 feet radius.*Gradients.*—The ruling gradient is 1 in 500.**Terms of contracts—**

The railway is worked under the following contracts:—

*Contracts of*—5th September 1883 (between the Secretary of State and the Tarkessur Railway Company) for construction.

15th September 1887 (between the Secretary of State and the East Indian Railway Company) for working.

1st March 1888 (between the Secretary of State and the Tarkessur Railway Company) for working.

The general conditions of the contracts are as follows:—

*Government aid.*—Land was provided free of cost.*Currency of contracts.*—The contract of 1883 terminates on the 7th September 1983; but the Secretary of State, by giving twelve months' previous notice, has the power to determine the contract after the railway has been opened for thirty years and thereafter at intervals of ten years. In the event of such determination Government will pay the Company a sum equal to the aggregate net profits during the twenty years preceding.*Power of Company to surrender contracts.*—Nil.*Terms of working.*—From the gross earnings are deducted working expenses (which may include capital expenditure classed as 'Minor Works' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole; 5 per cent. of the gross earnings for the hire of rolling-stock; and contribution to the Provident Fund. The balance is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.*Rates and fares.*—Certain maxima have been fixed, and the Company is authorized to charge within those maxima such rates and fares as may from time to time be mutually agreed upon.**Statistics of working—**

| TABLE I.       |                                     |                 |               | TABLE II.                    |                             |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on Capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1885           | 16,88,005                           | 2,62,303        | 1,21,424      | 7.37                         | 227                         | 52.57                               |
| 1886           | 17,24,717                           | 2,49,003        | 1,19,136      | 6.91                         | 215                         | 52.15                               |
| 1887           | 17,28,410                           | 2,63,701        | 1,32,254      | 7.65                         | 228                         | 49.66                               |
| 1888           | 17,31,822                           | 2,79,717        | 1,26,780      | 7.84                         | 232                         | 51.10                               |
| 1889           | 17,38,138                           | 2,81,805        | 1,36,573      | 7.99                         | 246                         | 55.51                               |
| 1890           | 17,28,773                           | 2,86,526        | 1,44,283      | 8.35                         | 248                         | 49.61                               |
| 1891           | 17,29,021                           | 3,05,192        | 1,63,478      | 9.45                         | 261                         | 46.42                               |
| 1892           | 17,32,567                           | 2,93,671        | 1,56,537      | 8.94                         | 254                         | 47.28                               |
| 1893           | 17,47,280                           | 2,83,051        | 1,50,120      | 8.61                         | 245                         | 48.86                               |
| 1894           | 17,47,810                           | 3,06,159        | 1,56,469      | 8.95                         | 265                         | 48.96                               |
| 1895           | 17,53,310                           | 3,08,156        | 1,59,001      | 9.07                         | 267                         | 48.37                               |
| 1896           | 17,56,898                           | 3,13,243        | 1,57,005      | 8.95                         | 271                         | 49.89                               |
| 1897           | 17,57,160                           | 3,12,661        | 1,62,563      | 9.25                         | 270                         | 49.01                               |
| 1898           | 17,77,045                           | 3,14,056        | 1,58,461      | 8.92                         | 272                         | 49.34                               |
| 1899           | 17,81,166                           | 3,08,759        | 1,52,491      | 8.55                         | 267                         | 50.56                               |
| 1900           | 17,84,166                           | 3,32,965        | 1,61,132      | 9.03                         | 288                         | 51.61                               |
| 1901           | 17,92,293                           | 3,30,300        | 1,57,928      | 8.81                         | 285                         | 52.23                               |
| 1902           | 17,91,612                           | 3,28,510        | 1,53,318      | 8.56                         | 283                         | 53.32                               |
| 1903           | 17,93,985                           | 3,31,924        | 1,62,711      | 9.13                         | 288                         | 50.96                               |
| 1904           | 17,97,555                           | 3,30,635        | 1,63,006      | 9.07                         | 284                         | 50.70                               |
| 1905           | 17,98,615                           | 3,26,715        | 1,55,231      | 8.63                         | 272                         | 53.49                               |
| 1906           | 17,99,166                           | 3,51,888        | 1,58,989      | 8.84                         | 304                         | 54.82                               |

Number <sup>Main head 6</sup><sub>Sub-heads (a) to (h)</sub> **GREAT INDIAN PENINSULA RAILWAY SYSTEM—***Chairman.*—Rt. Hon'ble Sir Andrew R. Seoble, K.C.S.I.*Managing Director.*—Colonel F. Firebrace, R.E.*Offices.*—48, Copthall Avenue, E. C., London.**Lines comprising the system.**—The Great Indian Peninsula railway system is made up of—

|                                    |               | Open line.      | Under construction or sanctioned for construction. | Total.          |
|------------------------------------|---------------|-----------------|--|-----------------|
|                                    |               | Miles.          | Miles.   | Miles.          |
| (a) Great Indian Peninsula railway | (5' 6" gauge) | 1,561.03        | 45.78  | 1,607.41        |
| (b) Agra-Delhi Chord railway       | (5' 6" gauge) | 125.90          | ...  | 125.90          |
| (c) Bhopal-Itarsi railway          | (5' 6" gauge) | 57.30           | ...  | 57.30           |
| (d) Bhopal-Ujjain railway          | (5' 6" gauge) | 113.27          | ...  | 113.27          |
| (e) Bina-Goonna-Baran railway      | (5' 6" gauge) | 145.63          | ...  | 145.63          |
| (f) Indian Midland railway         | (5' 6" gauge) | 809.85          | ...  | 809.85          |
| (g) Gwalior Light railway          | (2' 0" gauge) | 183.53          | 66.39  | 249.92          |
| (h) Matheran Light railway         | (2' 0" gauge) | ...             | 12.61  | 12.61           |
| <b>Total</b>                       |               | <b>2,967.22</b> | <b>124.78</b>                                      | <b>3,122.07</b> |

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 5 **GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.**  
Sub-heads (a) to (h)  
**Running powers—**

*Home line over foreign lines :—*

|  |              |
|--|--------------|
| Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only . . . . .        | 7.25         |
| At Agra, Rajputana-Mulwa railway, for passenger and goods trains . . . . .                                 | 2.89         |
| At Cawnpore, East Indian railway, 0.97 mile, for passenger trains and 0.52 mile for goods trains . . . . . | 1.49         |
| At Mankpore, East Indian railway, for passenger and goods trains . . . . .                                 | 0.63         |
| At Katni, East Indian railway, for goods trains only . . . . .   | 0.68         |
| At Kitni, Bengal-Nagpur railway, for passenger trains only . . . . .                                       | 1.60         |
| At Ujjain, Bombay, Baroda and Central India railway, for passenger and goods trains . . . . .              | 0.24         |
| At Cawnpore, Oudh and Rohilkhand (State) railway, for passenger and goods trains . . . . .                 | 0.88         |
| From Cawnpore to Lucknow, Oudh and Rohilkhand (State) railway, for passenger and goods trains . . . . .    | 44.63        |
| <b>Total . . . . .</b>   | <b>59.97</b> |

*Foreign lines over home line :—*

|  |             |
|--|-------------|
| Bombay, Baroda and Central India railway, Dadar Junction to Carnao bridge, for goods trains only . . . . . | Miles.      |
| Bengal-Nagpur railway at Nagpur for passenger and goods trains . . . . .                                   | 4.39        |
| <b>Total . . . . .</b>   | <b>5.04</b> |

**5 (a) Great Indian Peninsula railway proper (5' 6" gauge) —**

This line was purchased by the State in 1900, but the working was left in the hands of the Company under the terms of a new Contract, dated the 21st December 1900.

**Details of construction—**

The open mileage of the Great Indian Peninsula railway proper is 1,561.63 miles. This may be divided into (1) *North-East line*, main line (Bombay to Jubbulpore), 615.10 miles; branches, 384.99 miles; (2) *South-East line*, main line (Kalyan to Raichur), 498.86 miles; branches, 152.63 miles. Of the above 567.43 miles are double and 4.92 miles quadruple line.

There are under construction 45.78 miles of single line.

First sanction to the construction of the North-East line was given in 1850 and it was opened throughout in 1870. The South-East line was sanctioned in 1854 and it was opened throughout in 1871.

**Permanent-way.**—The main line is laid with 86-lb. double-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the ghat sections, is laid with iron pots.

**Ballast.**—The line is fully ballasted throughout with sand gravel or broken stone.

**Fencing.**—With the exception of the Mohpani, Chaligaon-Daulia, and Jalgaon-Amalner branches the line is fully fenced.

**Curves.**—The sharpest curve has a radius of 990 feet.

**Gradients.**—The ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the ghat sections is 1 in 37.

**Terms of contract—**

The railway is worked under the following contract :—

**Contract of—**21st December 1900 for working the Great Indian Peninsula railway and Indian Midland railway systems as one undertaking.

The general conditions of the contract are as follows :—

**Government aid.**—Government to pay interest at 3 per cent. per annum on the amount for the time being paid up, or credited as paid up, on the shares or stock in the new capital of the Great Indian Peninsula Railway Company, which is at present authorised at £2,575,000. All capital will be provided by the Secretary of State bearing interest at the rate of 3½ per cent. per annum, or at such other rate as may be agreed upon; or will be raised by the Company, by the issue of debentures or debenture stock, at such rate of interest as the Secretary of State may determine. Land was provided free; but any land acquired after 30th June 1900 is paid for from the capital of the undertaking.

**Terms of contract.**—The line was purchased from the Great Indian Peninsula Guaranteed Railway Company by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined. The purchase price was £40,781,568,\* payable, up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

|   |                   |
|---|-------------------|
| * Company's stock at date of purchase . . . . . | £ 34,859,218      |
| Debentures and debenture stock . . . . .        | 5,922,350         |
| <b>Total . . . . .</b>                          | <b>40,781,568</b> |

**Currency of contract.**—The contract is current for a period of 25 years from the 1st July 1900, when it will be determinable by the Secretary of State, paying the amounts paid or credited on all shares and stock and indemnifying the Company from all debts and liabilities incurred under sanction.

**Power of Company to surrender contract.**—Nil.

**Terms of working.**—From the gross earnings of the undertaking, that is of the Great Indian Peninsula and Indian Midland railways, there will be deducted—

(i) The working expenses, which may include any single item of capital expenditure not exceeding Rs. 2,000 to be classed as a 'Minor Work', subject to a maximum charge on such account of Rs. 25,000 in each half-year and a payment of Rs. 40 per mean mile worked to be made half-yearly to Government for supervision;

(ii) A sum of Rs. 1,00,00,000 which is payable to Government;

(iii) Repayment of all interest payable on all moneys other than shares or capital stock raised for the purposes of the undertaking or provided by Government after the 30th June 1900.

If the receipts for any year ending on the 30th day of June exceed the payments as above detailed for the same period, 18ths of the surplus are paid to the Secretary of State and 10th to the Company; provided that if the Company increases its new capital and issues further shares or stock as fully paid up in exchange for stock of the Indian Midland Railway Company, the Company's share in such surplus shall be increased by an additional fractional share bearing the same proportion to the original fractional share of 1/10th as the additional capital of the Company so exchanged bears to the new authorised capital of £2,575,000, but the total fractional share of the Company is not to exceed a one-tenth share.

**Rates and fares.**—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 5</sup> Sub-heads (a) to (h). **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*****5 (a) Great Indian Peninsula railway proper (5' 6" gauge)—*contd.***

Statistics of working—

| TABLE I.                          |                                     |                 |                              |                               |                              |                        |                                   |                               | TABLE II.      |                             |                           |
|-----------------------------------|-------------------------------------|-----------------|------------------------------|-------------------------------|------------------------------|------------------------|-----------------------------------|-------------------------------|----------------|-----------------------------|---------------------------|
| Calendar year.                    | Capital outlay to end of each year. | Gross earnings. | Net earnings.                | Percentage on capital outlay. | Guaranteed interest.         | Annuity.               | Company's share of net earnings.* | Gain or loss to the State.    | Calendar year. | Earnings per mile per week. | Pro: of exp: to earnings. |
|                                   | Rs.                                 | Rs.             | Rs.                          |                               | Rs.                          | Rs.                    | Rs.                               | Rs.                           |                | Rs.                         |                           |
| 1879 . . .                        | 25,50,56,152                        | 2,52,18,915     | 1,01,90,602                  | 3.98                          | 1,24,45,816                  | ...                    | 6,91,091                          | -28,80,335                    | 1853 . . .     | 119                         | 43.90                     |
| 1880 . . .                        | 25,58,96,113                        | 2,49,53,253     | 1,11,65,551                  | 4.34                          | 1,21,93,200                  | ...                    | 5,53,806                          | -19,41,485                    | 1854 . . .     | 88                          | 60.81                     |
| 1881 . . .                        | 25,75,86,095                        | 3,20,56,823     | 1,61,71,097                  | 6.28                          | 1,21,00,200                  | ...                    | 18,23,718                         | +18,57,119                    | 1855 . . .     | 89                          | 70.21                     |
| 1882 . . .                        | 25,75,90,499                        | 3,33,63,291     | 1,80,84,483                  | 7.02                          | 1,24,93,200                  | ...                    | 32,05,483                         | +23,89,109                    | 1856 . . .     | 113                         | 42.17                     |
| 1883 . . .                        | 26,07,18,700                        | 3,51,14,365     | 1,75,56,005                  | 6.72                          | 1,25,12,825                  | ...                    | 33,22,918                         | +17,00,262                    | 1857 . . .     | 158                         | 46.27                     |
| 1884 . . .                        | 26,31,97,600                        | 3,96,56,511     | 1,59,55,250                  | 6.06                          | 1,12,91,503                  | ...                    | 21,76,048                         | -8,02,301                     | 1858 . . .     | 173                         | 42.19                     |
| 1885 . . .                        | 26,41,43,316                        | 3,64,32,017     | 1,79,51,597                  | 6.68                          | 1,51,17,467                  | ...                    | 56,97,344                         | +1,16,586                     | 1859 . . .     | 172                         | 51.19                     |
| 1886 . . .                        | 26,92,99,673                        | 3,02,57,907     | 2,08,78,390                  | 7.75                          | 1,60,91,198                  | ...                    | 59,89,569                         | +7,97,653                     | 1860 . . .     | 144                         | 60.97                     |
| 1887 . . .                        | 27,08,76,513                        | 3,09,27,468     | 2,10,80,217                  | 7.80                          | 1,66,44,563                  | ...                    | 41,00,068                         | +3,32,601                     | 1861 . . .     | 130                         | 76.35                     |
| 1888 . . .                        | 27,25,93,364                        | 4,16,59,219     | 2,16,35,667                  | 7.94                          | 1,72,81,176                  | ...                    | 43,91,246                         | +23,245                       | 1862 . . .     | 149                         | 62.62                     |
| 1889 . . .                        | 27,50,39,981                        | 3,70,68,814     | 1,78,91,616                  | 6.51                          | 1,74,32,169                  | ...                    | 26,82,355                         | -22,22,799                    | 1863 . . .     | 175                         | 67.55                     |
| 1890 . . .                        | 27,77,29,061                        | 3,81,15,212     | 1,90,22,962                  | 6.85                          | 1,55,23,271                  | ...                    | 31,01,971                         | +3,94,710                     | 1864 . . .     | 119                         | 72.07                     |
| 1891 . . .                        | 27,75,19,781                        | 4,52,55,333     | 2,32,50,708                  | 8.38                          | 1,67,57,262                  | ...                    | 61,59,093                         | +17,04,458                    | 1865 . . .     | 414                         | 59.54                     |
| 1892 . . .                        | 27,72,17,255                        | 4,01,65,627     | 2,01,95,097                  | 7.28                          | 1,88,01,711                  | ...                    | 38,13,506                         | -21,23,723                    | 1866 . . .     | 387                         | 58.07                     |
| 1893 . . .                        | 27,72,93,860                        | 3,83,13,742     | 1,79,90,922                  | 6.49                          | 1,91,68,618                  | ...                    | 29,23,476                         | -41,00,172                    | 1867 . . .     | 368                         | 55.99                     |
| 1894 . . .                        | 27,91,09,112                        | 3,62,74,296     | 1,62,42,786                  | 5.82                          | 2,18,32,651                  | ...                    | 39,49,331                         | -86,36,196                    | 1868 . . .     | 357                         | 61.80                     |
| 1895 . . .                        | 27,95,39,235                        | 3,37,99,194     | 1,47,16,901                  | 5.26                          | 2,16,97,060                  | ...                    | 16,20,361                         | -86,00,520                    | 1869 . . .     | 348                         | 67.79                     |
| 1896 . . .                        | 27,90,29,173                        | 3,44,19,629     | 1,54,05,060                  | 5.52                          | 2,02,18,722                  | ...                    | 21,53,257                         | -69,97,063                    | 1870 . . .     | 300                         | 62.25                     |
| 1897 . . .                        | 27,92,58,611                        | 2,81,32,102     | 93,83,654                    | 3.36                          | 1,89,46,179                  | ...                    | ...                               | -95,62,825                    | 1871 . . .     | 287                         | 65.96                     |
| 1898 . . .                        | 28,19,37,621                        | 3,48,77,406     | 1,41,02,053                  | 5.00                          | 1,83,20,513                  | ...                    | 19,57,327                         | -59,73,787                    | 1872 . . .     | 284                         | 61.25                     |
| 1899 . . .                        | 28,55,42,756                        | 3,58,09,131     | 1,56,57,520                  | 5.48                          | 1,79,66,944                  | ...                    | 17,77,632                         | -40,85,456                    | 1873 . . .     | 281                         | 64.09                     |
| 1900 { 1st half }<br>{ 2nd half } | 30,27,49,717                        | 3,46,31,925     | { 95,37,180<br>{ 66,30,083 } | { 3.15<br>{ 2.19 }            | { 89,65,500<br>{ 21,31,287 } | { ...<br>{ 91,88,889 } | { 14,48,203<br>{ ... }            | { -8,76,573<br>{ -52,03,673 } | 1874 . . .     | 303                         | 59.17                     |
| 1901 . . .                        | 30,38,67,185                        | 4,16,57,453     | 2,16,43,151                  | 7.12                          | 48,06,908                    | 1,90,87,970            | 2,72,219                          | -26,06,937                    | 1875 . . .     | 324                         | 47.28                     |
| 1902 . . .                        | 30,57,71,001                        | 4,23,12,668     | 2,10,73,893                  | 6.80                          | 49,41,692                    | 1,90,56,785            | 2,92,572                          | -32,17,156                    | 1876 . . .     | 369                         | 47.00                     |
| 1903 . . .                        | 31,08,53,055                        | 4,68,61,554     | 2,38,12,514                  | 7.66                          | 50,66,786                    | 1,90,28,730            | 3,26,578                          | -6,09,880                     | 1877 . . .     | 492                         | 48.30                     |
| 1904 . . .                        | 32,00,72,108                        | 4,82,41,344     | 2,41,79,728                  | 7.55                          | 53,69,707                    | 1,90,23,730            | 2,01,513                          | -4,50,552                     | 1878 . . .     | 429                         | 48.91                     |
| 1905 . . .                        | 32,65,20,922                        | 5,22,33,877     | 2,70,20,162                  | 8.31                          | 57,59,430                    | 1,90,28,730            | 4,63,709                          | +17,68,213                    | 1879 . . .     | 383                         | 49.64                     |
| 1906 . . .                        | 33,57,84,972                        | 5,06,28,479     | 2,53,01,900                  | 7.54                          | 61,20,668                    | 1,90,28,730            | 4,70,548                          | -3,18,044                     | 1880 . . .     | 872                         | 55.49                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1881 . . .     | 426                         | 49.49                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1882 . . .     | 470                         | 48.09                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1883 . . .     | 466                         | 43.67                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1884 . . .     | 502                         | 52.31                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1885 . . .     | 467                         | 50.46                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1886 . . .     | 503                         | 48.43                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1887 . . .     | 511                         | 46.84                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1888 . . .     | 526                         | 46.96                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1889 . . .     | 494                         | 51.42                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1890 . . .     | 508                         | 49.80                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1891 . . .     | 584                         | 48.25                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1892 . . .     | 525                         | 49.98                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1893 . . .     | 501                         | 53.87                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1894 . . .     | 468                         | 53.18                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1895 . . .     | 476                         | 56.99                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1896 . . .     | 444                         | 53.20                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1897 . . .     | 367                         | 66.96                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1898 . . .     | 450                         | 59.49                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1899 . . .     | 492                         | 53.76                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1900 . . .     | 439                         | 52.49                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1901 . . .     | 518                         | 48.09                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1902 . . .     | 523                         | 50.16                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1903 . . .     | 575                         | 49.18                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1904 . . .     | 502                         | 49.88                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1905 . . .     | 611                         | 48.27                     |
|                                   |                                     |                 |                              |                               |                              |                        |                                   |                               | 1906 . . .     | 623                         | 49.92                     |

\* Based on actual receipts and payments during the year.

## APPENDIX 38—contd.

History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 5. GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.  
Sub-heads (a) to (h).

5 (a) Great Indian Peninsula railway proper (5' 6" gauge)—concl'd.

Statistics of working—concl'd.

| Calendar year.    | WARDHA COAL BRANCH.                                  |                 |               |                              |           |                            |                             | DHOND-MANMAD BRANCH.                                 |                 |               |                              |           |                            |                             |                              |  |
|-------------------|--|-----------------|---------------|------------------------------|-----------|----------------------------|-----------------------------|--|-----------------|---------------|------------------------------|-----------|----------------------------|-----------------------------|------------------------------|--|
|                   | TABLE I.   |                 |               |                              | TABLE II. |                            |                             | TABLE I.   |                 |               |                              | TABLE II. |                            |                             |                              |  |
|                   | Capital outlay to end of each year.                  | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Capital outlay to end of each year.                  | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Per cent. on capital outlay. |  |
|                   | Rs.  | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.                         | Rs.  | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.                         |                              |  |
| 1870              | 55,93,772  | 1,63,158        | 6,073         | 0.11                         | 2,51,134  | -2,15,361                  | 69                          | 81,631   | 98,39,398       | 1,67,557      | -27,661                      | 1,07,325  | -4,35,189                  | 62                          | 105.02                       |  |
| 1880              | 87,32,931  | 3,02,879        | -1,31,730     | 2.45                         | 2,67,032  | -3,89,762                  | 65                          | 152,907  | 1,07,29,227     | 6,95,094      | 65,145                       | 0.61      | 1,76,299                   | -4,11,154                   | 91                           |  |
| 1881              | 58,80,993  | 1,75,988        | 1,19,147      | 2.03                         | 2,67,032  | -1,18,169                  | 197                         | 104,740  | 9,19,740        | 6,33,861      | 1,23,588                     | 1.23      | 3,91,438                   | -2,70,850                   | *                            |  |
| 1882              | 69,91,183  | 5,95,622        | 98,257        | 1.61                         | 2,68,839  | -1,10,579                  | 235                         | 78,890   | 19,23,116       | 7,23,535      | 1,59,131                     | 1.40      | 3,97,802                   | -2,38,610                   | *                            |  |
| 1883              | 63,93,758  | 7,91,702        | 5,35,382      | 9.23                         | 2,17,602  | -3,11,759                  | 126                         | 79,800   | 1,00,61,751     | 8,22,833      | 1,93,133                     | 1.21      | 1,92,585                   | -2,10,446                   | 109                          |  |
| 1884              | 66,20,611  | 6,81,037        | 2,11,860      | 3.20                         | 2,61,170  | -3,19,316                  | 121                         | 61,800   | 1,03,49,438     | 8,77,160      | 2,03,785                     | 1.99      | 4,08,233                   | -2,04,408                   | 116                          |  |
| 1885              | 69,65,735  | 6,73,649        | 1,16,305      | 2.20                         | 2,61,219  | -1,17,924                  | 108                         | 84,661   | 1,02,63,275     | 9,07,422      | 2,39,623                     | 2.15      | 4,10,544                   | -1,89,921                   | *                            |  |
| 1886              | 71,93,033  | 7,82,205        | 1,37,536      | 1.93                         | 2,62,228  | -1,12,292                  | 114                         | 92,235   | 1,03,36,745     | 9,31,418      | 2,53,794                     | 2.41      | 4,31,353                   | -1,96,589                   | *                            |  |
| 1887              | 71,00,635  | 7,69,032        | 1,41,911      | 1.68                         | 2,60,166  | -1,37,184                  | 125                         | 89,661   | 1,09,46,965     | 9,60,299      | 2,77,358                     | 2.68      | 4,37,833                   | -2,10,553                   | *                            |  |
| 1888              | 70,91,210  | 8,71,430        | 1,95,320      | 2.79                         | 2,64,523  | -89,502                    | 135                         | 71,210   | 1,09,76,113     | 10,31,762     | 2,55,145                     | 2.33      | 4,38,151                   | -1,83,018                   | *                            |  |
| 1889              | 70,54,755  | 8,62,694        | 2,00,621      | 4.25                         | 2,51,841  | -4,16,777                  | 112                         | 57,210   | 1,09,88,850     | 10,08,616     | 2,49,127                     | 2.27      | 4,39,319                   | -1,89,592                   | *                            |  |
| 1890              | 70,00,181  | 9,33,126        | 2,77,901      | 3.98                         | 2,81,296  | -6,295                     | 119                         | 63,611   | 1,09,93,441     | 10,61,316     | 2,53,194                     | 2.59      | 4,39,623                   | -1,76,495                   | *                            |  |
| 1891              | 49,81,196  | 5,83,971        | 1,00,531      | 1.21                         | 2,03,779  | -1,13,736                  | •                           | •  | 1,10,11,633     | 11,99,349     | 3,05,583                     | 2.79      | 4,40,296                   | -1,31,713                   | *                            |  |
| 1892              | 49,87,689  | 2,62,153        | 31,096        | 0.68                         | 1,99,554  | -1,68,458                  | •                           | •  | 1,19,79,023     | 12,18,113     | 3,58,233                     | 2.96      | 4,42,333                   | -1,14,200                   | *                            |  |
| 1893              | 49,87,689  | 2,62,153        | 31,096        | 1.79                         | 1,99,554  | -1,68,458                  | •                           | •  | 1,11,76,113     | 12,96,738     | 3,45,577                     | 3.13      | 4,44,246                   | -95,674                     | *                            |  |
| 1894              | 49,87,689  | 2,62,237        | 89,989        | 1.79                         | 1,99,554  | -1,10,219                  | •                           | •  | 1,12,11,642     | 13,61,866     | 3,81,933                     | 3.41      | 4,45,018                   | -60,025                     | *                            |  |
| 1895              | 49,90,794  | 1,93,532        | 76,462        | 1.53                         | 1,99,554  | -1,17,177                  | •                           | •  | 1,13,18,247     | 14,04,921     | 4,00,239                     | 3.61      | 4,45,104                   | -41,871                     | *                            |  |
| 1896              | 49,96,365  | 2,06,078        | 83,530        | 1.68                         | 1,99,554  | -1,16,856                  | •                           | •  | 1,13,74,056     | 14,11,385     | 3,67,385                     | 3.23      | 4,45,018                   | -87,623                     | *                            |  |
| 1897              | 49,96,325  | 1,98,858        | 85,531        | 1.17                         | 1,99,554  | -1,11,263                  | •                           | •  | 1,14,06,534     | 12,01,131     | 2,91,272                     | 2.17      | 4,46,230                   | -1,74,938                   | *                            |  |
| 1898              | 49,96,325  | 2,01,600        | 77,827        | 1.56                         | 1,99,554  | -1,22,026                  | •                           | •  | 1,14,23,076     | 11,18,296     | 1,89,635                     | 2.33      | 4,46,111                   | -1,66,776                   | *                            |  |
| 1899              | 49,96,325  | 2,07,216        | 82,500        | 1.65                         | 1,99,554  | -1,17,153                  | •                           | •  | 1,15,34,107     | 11,55,032     | 2,99,555                     | 2.60      | 4,46,296                   | -1,50,741                   | *                            |  |
| 1900 { 1st half } | •  | 1,75,380        | 80,751        | •                            | •         | -19,174                    | •                           | •  | •               | 7,23,613      | 2,11,531                     | •         | 2,30,290                   | -13,686                     | •                            |  |
| 1901              | Amalgamated with the Great Indian Peninsula railway. |                 |               |                              |           |                            |                             | Amalgamated with the Great Indian Peninsula railway. |                 |               |                              |           |                            |                             |                              |  |

| Calendar year.    | KHAMGAON BRANCH.                                     |                 |               |                              |                             |                           |  | AMRAOTI BRANCH.                                      |                 |               |                              |                             |                           |     |
|-------------------|--|-----------------|---------------|------------------------------|-----------------------------|---------------------------|--|--|-----------------|---------------|------------------------------|-----------------------------|---------------------------|-----|
|                   | TABLE I.   |                 |               |                              | TABLE II.                   |                           |  | TABLE I.   |                 |               |                              | TABLE II.                   |                           |     |
|                   | Capital outlay to end of each year.                  | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Pro: of exp: to earnings. |  | Capital outlay to end of each year.                  | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Pro: of exp: to earnings. |     |
|                   | Rs.  | Rs.             | Rs.           | Rs.                          | Rs.                         | Rs.                       |  | Rs.  | Rs.             | Rs.           | Rs.                          | Rs.                         | Rs.                       | Rs. |
| 1870              | 5,35,617   | 38,686          | -266          | •                            | 146                         | 100.69                    |  | 4,77,013   | 69,904          | 16,175        | 3.39                         | 224                         | 76.86                     |     |
| 1880              | 5,19,888   | 27,363          | 4,922         | 0.94                         | 91                          | 81.44                     |  | 4,45,585   | 50,865          | 3,639         | 0.82                         | 163                         | 92.85                     |     |
| 1881              | 4,99,271   | 41,506          | 4,561         | 0.92                         | •                           | •                         |  | 4,44,931   | 53,931          | 24,124        | 7.72                         | •                           | •                         |     |
| 1882              | 4,91,164   | 75,966          | 30,389        | 0.19                         | •                           | •                         |  | 4,44,851   | 85,117          | 39,535        | 8.89                         | •                           | •                         |     |
| 1883              | 4,90,996   | 62,657          | 22,469        | 4.58                         | 151                         | 61.14                     |  | 4,44,860   | 96,190          | 41,387        | 9.38                         | 308                         | 53.84                     |     |
| 1884              | 4,90,903   | 46,830          | 13,037        | 2.66                         | 113                         | 72.16                     |  | 4,44,774   | 76,782          | 34,174        | 7.68                         | 246                         | 55.49                     |     |
| 1885              | 4,90,739   | 41,363          | 11,020        | 2.25                         | •                           | •                         |  | 4,44,720   | 60,803          | 34,447        | 7.75                         | •                           | •                         |     |
| 1886              | 4,90,613   | 59,452          | 20,233        | 4.13                         | •                           | •                         |  | 4,44,686   | 95,111          | 44,137        | 9.93                         | •                           | •                         |     |
| 1887              | 4,89,180   | 53,179          | 16,990        | 3.17                         | •                           | •                         |  | 4,44,308   | 88,157          | 35,855        | 8.07                         | •                           | •                         |     |
| 1888              | 4,88,357   | 52,635          | 15,797        | 3.23                         | •                           | •                         |  | 4,43,892   | 81,710          | 30,886        | 6.96                         | •                           | •                         |     |
| 1889              | 4,90,911   | 65,372          | 22,528        | 4.59                         | •                           | •                         |  | 4,45,615   | 1,02,023        | 41,671        | 9.35                         | •                           | •                         |     |
| 1890              | 4,90,520   | 55,288          | 26,092        | 5.32                         | •                           | •                         |  | 4,45,155   | 1,01,502        | 46,251        | 10.39                        | •                           | •                         |     |
| 1891              | 4,90,408   | 66,675          | 32,620        | 6.65                         | •                           | •                         |  | 4,49,395   | 1,12,900        | 53,398        | 11.88                        | •                           | •                         |     |
| 1892              | 4,89,132   | 65,548          | 30,909        | 6.32                         | •                           | •                         |  | 4,50,160   | 1,05,762        | 48,637        | 10.80                        | •                           | •                         |     |
| 1893              | 4,87,567   | 21,697          | 21,697        | 4.51                         | •                           | •                         |  | 4,49,998   | 48,941          | 43,056        | 9.57                         | •                           | •                         |     |
| 1894              | 4,86,003   | 21,966          | 21,667        | 4.46                         | •                           | •                         |  | 4,49,461   | 42,795          | 41,910        | 9.32                         | •                           | •                         |     |
| 1895              | 4,80,947   | 26,031          | 26,031        | 5.00                         | •                           | •                         |  | 4,49,988   | 39,137          | 38,253        | 8.50                         | •                           | •                         |     |
| 1896              | 5,22,603   | 24,446          | 24,446        | 4.68                         | •                           | •                         |  | 4,51,119   | 43,756          | 42,871        | 9.50                         | •                           | •                         |     |
| 1897              | 5,22,150   | 13,001          | 13,001        | 2.66                         | •                           | •                         |  | 4,52,445   | 30,740          | 29,862        | 6.60                         | •                           | •                         |     |
| 1898              | 5,22,150   | 24,326          | 24,326        | 4.66                         | •                           | •                         |  | 4,54,408   | 40,057          | 39,172        | 8.62                         | •                           | •                         |     |
| 1899              | 5,22,150   | 41,850          | 14,850        | 2.84                         | •                           | •                         |  | 4,54,417   | 33,099          | 32,214        | 7.69                         | •                           | •                         |     |
| 1900              | 5,22,150   | 33,783          | 18,924        | 2.97                         | •                           | •                         |  | 4,54,418   | 78,532          | 32,486        | 7.14                         | •                           | •                         |     |
| 1901              | 5,22,150   | 49,878          | 33,337        | 4.47                         | 120                         | 52.74                     |  | 4,51,915   | 1,08,578        | 50,537        | 11.12                        | 365                         | 48.73                     |     |
| 1902 { 1st half } | •  | 32,968          | 17,200        | •                            | •                           | •                         |  | •  | 70,582          | 41,089        | •                            | •                           | •                         | •   |
| 1902 { 2nd half } | •  | •               | •             | •                            | •                           | •                         |  | •  | •               | •             | •                            | •                           | •                         | •   |
| 1903              | Amalgamated with the Great Indian Peninsula railway. | •               | •             | •                            | •                           | •                         |  | Amalgamated with the Great Indian Peninsula railway. | •               | •             | •                            | •                           | •                         | •   |

\* In Ind. 3, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 5</sup><sub>Sub-heads (a) to (k)</sub> GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

## 5 (b) Agra-Delhi Chord railway (5' 6" gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

## Details of construction—

This railway is 125·99 miles long. Its construction was sanctioned in 1898 and it was opened in 1904.

*Permanent-way.*—The line is laid with 85-lb. bull-headed steel rails on 45-lb. cast iron chairs spiked with 3 spikes to deodar sleepers.

*Ballast.*—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

*Fencing.*—The Kosi-Delhi section is fenced and the Agra-Kosi section is being fenced.

*Curves.*—The sharpest curve is of 950 feet radius.

*Gradients.*—The ruling gradient is 1 in 400, except between Raja Ki Mandi Junction and Agra Jail and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

## Terms of contract—

This railway is being worked under a contract (between the Secretary of State and the Great Indian Peninsula Railway Company) which is under execution and which is to be deemed to have commenced on and from the day on which the Agra-Delhi Chord railway was opened for public traffic.

The general conditions of the contract are as follows:—

*Government aid.*—The line is the property of the State.

*Currency of contract.*—The contract may during its subsistence be terminated on the 30th June or 31st December either by the Secretary of State or the Company giving to the other party not less than twelve calendar months' notice in writing.

*Terms of working.*—The charge for working expenses of the Agra-Delhi Chord railway bears the same proportion to its gross earnings as the entire working expenses of the Great Indian Peninsula railway "undertaking" including the Agra-Delhi chord railway bear to their combined gross earnings. The whole of the net earnings belong to Government.

*Rates and fares.*—The same as are in force on the Great Indian Peninsula railway undertaking.

## Statistics of working—

| TABLE I.       |                                     |                 |               |                              |           | TABLE II.                  |                             |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.                         |                                     |
| 1901 . . .     | 1,05,91,000                         | 18,070          | 9,392         | 0·09                         | 2,35,164  | —2,85,172                  | 43                          | 44·71                               |
| 1902 . . .     | 1,22,46,927                         | 8,01,636        | 4,19,625      | 3·43                         | 4,20,181  | —556                       | 140                         | 47·85                               |
| 1903 . . .     | 1,27,90,307                         | 16,46,320       | 8,15,363      | 6·37                         | 4,70,283  | +3,45,080                  | 253                         | 50·47                               |

## 5 (c) Bhopal-Itarsi railway (5' 6" gauge)—

## Details of construction—

This railway is 57·39 miles long. Its construction was sanctioned in 1880 and it was opened in 1884.

*Permanent-way.*—The line is laid with the Indian Midland railway 80 lb. flat-footed steel rails on Indian Midland railway cast iron pot sleepers.

*Ballast.*—The line is fully ballasted throughout with broken stone.

*Fencing.*—The line is fenced throughout.

*Curves.*—There are no curves with a radius of less than 990 feet.

*Gradients.*—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

## Terms of contracts—

The Bhopal-Itarsi railway is worked under the following:—

*Agreement of*—16th September 1880 (between the Government of India and Her Highness the Begum of Bhopal) for construction.

2nd December 1890, supplemental to that of 1880, for division of profits.

*Contract of*—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for maintenance and working by the Great Indian Peninsula Railway Company.

The general conditions of the contracts are as follows:—

*Government aid.*—The British Government have paid for the portion, 13·11 miles, in British territory, and a moiety of the cost of the bridge over the Nerbudda, or in all about 13 lakhs; the Begum of Bhopal has contributed 50 lakhs for the portion of the line in her dominions. All additional capital has to be provided by Government.

*Currency of contracts.*—The provisions in the principal contract between the Secretary of State and the Railway Company itself with reference to the termination of that contract extend, and are applicable, to the Bhopal-Itarsi railway.

*Power of Company to surrender contracts.*—Nil.

*Terms of working.*—The Company receives a sum bearing the same percentage to the gross receipts of the Bhopal-Itarsi railway as the aggregate working expenses of the whole open system of the Company (including the Bhopal-Itarsi railway) bear to the aggregate gross receipts of that system. The balance of the gross receipts are divided in perpetuity between the British Government and the Ruler of Bhopal in proportion to the capital contributed by each party. In the event of the railway being worked at a loss, such loss to be borne in the same proportion.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 5</sup> <sub>Sub-heads (a) to (k)</sub> **GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.****5 (c) Bhopal-Itarsi railway (5' 6" gauge)—concl'd.****Terms of contracts—concl'd.***Rates and fares.*—The same rates and fares as are in force on the Great Indian Peninsula railway.**Statistics of working—**

| Calendar year. | TABLE I.                            |                 |               |                              |           |                                       |                                     |                 |               |                              | TABLE II.                   |                                     |                             |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|---------------------------------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|-----------------------------|-------------------------------------|
|                | BHOVAL-ITARSI (BRITISH SECTION).    |                 |               |                              |           | BHOVAL-ITARSI (NATIVE STATE SECTION). |                                     |                 |               |                              | British section.            |                                     | Native State section.       |                                     |
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State.            | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           | %                            | Rs.       | Rs.                                   | Rs.                                 | Rs.             | Rs.           | %                            | Rs.                         | %                                   | Rs.                         | %                                   |
| 1880.          | ...                                 | ...             | ...           | ...                          | ...       | ...                                   | 1,21,846                            | ...             | ...           | ...                          | ...                         | ...                                 | ...                         | ...                                 |
| 1881.          | ...                                 | ...             | ...           | ...                          | ...       | ...                                   | 15,78,157                           | ...             | ...           | ...                          | ...                         | ...                                 | ...                         | ...                                 |
| 1882.          | 12,50,000                           | 14,376          | 2,704         | 0.08                         | 50,000    | -17,296                               | 34,60,091                           | 14,376          | 2,704         | 0.08                         | 70                          | 81.90                               | ...                         | ...                                 |
| 1883.          | 12,50,000                           | 25,573          | -9,135        | ...                          | 50,000    | -59,135                               | 38,24,236                           | 25,573          | -9,135        | ...                          | 43                          | 135.72                              | ...                         | ...                                 |
| 1884.          | 12,50,000                           | 7,664           | -1,106        | ...                          | 50,000    | -51,406                               | 45,83,261                           | 28,102          | -5,152        | ...                          | 40                          | 104.13                              | ...                         | ...                                 |
| 1885.          | 12,50,000                           | 27,425          | -3,874        | ...                          | 50,000    | -53,874                               | 47,71,375                           | 1,04,583        | -14,780       | ...                          | ...                         | ...                                 | ...                         | ...                                 |
| 1886.          | 12,50,000                           | 27,822          | -3,240        | ...                          | 50,000    | -53,240                               | 48,28,036                           | 1,47,416        | -13,501       | ...                          | ...                         | ...                                 | ...                         | ...                                 |
| 1887.          | 12,50,000                           | 48,227          | 3,450         | 0.31                         | 50,000    | -46,150                               | 48,09,939                           | 1,85,576        | 14,813        | 0.31                         | Included                    | ...                                 | ...                         | ...                                 |
| 1888.          | 12,50,000                           | 55,117          | 5,340         | 0.43                         | 50,000    | -44,860                               | 48,01,701                           | 1,86,548        | 18,072        | 0.38                         | Penin-                      | ...                                 | ...                         | ...                                 |
| 1889.          | 12,50,000                           | 79,163          | -5,422        | ...                          | 50,000    | -55,422                               | 48,40,846                           | 2,67,936        | -18,351       | ...                          | 117                         | 106.85                              | 117                         | 106.85                              |
| 1890.          | 12,85,077                           | 87,765          | -16,572       | ...                          | 50,351    | -66,923                               | 50,00,000                           | 2,07,049        | -56,093       | ...                          | 130                         | 118.83                              | 130                         | 118.83                              |
| 1891.          | 15,13,568                           | 1,30,884        | 18,607        | 3.21                         | 57,713    | -9,106                                | 50,00,000                           | 1,60,431        | 1,73,154      | 3.46                         | 200                         | 62.50                               | 199                         | 62.50                               |
| 1892.          | 17,46,208                           | 1,53,090        | 56,397        | 3.23                         | 69,131    | -12,731                               | 50,00,000                           | 1,47,797        | 1,05,858      | 3.32                         | 296                         | 63.16                               | 195                         | 62.96                               |
| 1893.          | 20,25,053                           | 1,69,162        | 52,038        | 2.57                         | 78,429    | -26,591                               | 50,00,000                           | 1,21,236        | 1,30,925      | 2.62                         | 248                         | 69.17                               | 185                         | 69.17                               |
| 1894.          | 21,71,496                           | 1,61,638        | 61,155        | 2.83                         | 83,509    | -22,654                               | 50,00,000                           | 3,80,217        | 1,11,697      | 2.89                         | 237                         | 61.98                               | 166                         | 61.97                               |
| 1895.          | 22,47,963                           | 1,42,658        | 46,114        | 2.05                         | 89,323    | -43,209                               | 50,00,000                           | 3,18,074        | 1,02,821      | 2.06                         | 209                         | 67.68                               | 133                         | 67.64                               |
| 1896.          | 22,71,877                           | 1,63,688        | 62,744        | 2.76                         | 90,107    | -27,363                               | 50,00,000                           | 3,61,363        | 1,38,532      | 2.77                         | 241                         | 61.75                               | 157                         | 61.63                               |
| 1897.          | 22,97,134                           | 1,82,215        | 61,135        | 2.66                         | 91,805    | -20,670                               | 50,00,000                           | 3,31,379        | 1,33,006      | 2.66                         | 223                         | 59.84                               | 144                         | 59.84                               |
| 1898.          | 23,24,365                           | 1,93,364        | 79,435        | 3.42                         | 92,477    | -13,042                               | 50,00,000                           | 4,17,010        | 1,71,375      | 3.13                         | 284                         | 56.81                               | 181                         | 58.90                               |
| 1899.          | 23,61,938                           | 2,09,611        | 84,080        | 3.56                         | 93,303    | -9,224                                | 50,00,000                           | 4,47,225        | 1,79,444      | 3.59                         | 307                         | 59.89                               | 194                         | 59.88                               |
| 1900.          | 23,87,389                           | 2,55,129        | 1,27,332      | 5.33                         | 95,293    | +32,039                               | 50,00,000                           | 5,35,369        | 2,67,283      | 5.35                         | 375                         | 56.12                               | 234                         | 50.06                               |
| 1901.          | 25,46,891                           | 2,92,861        | 1,44,235      | 5.66                         | 98,989    | +45,246                               | 50,00,000                           | 5,85,152        | 2,88,838      | 5.77                         | 430                         | 50.75                               | 251                         | 50.04                               |
| 1902.          | 26,03,340                           | 3,45,103        | 1,71,236      | 6.11                         | 1,06,632  | +14,604                               | 50,00,000                           | 6,37,038        | 3,16,683      | 6.33                         | 508                         | 51.51                               | 278                         | 49.74                               |
| 1903.          | 30,92,697                           | 3,77,177        | 1,91,443      | 6.19                         | 1,17,285  | +74,138                               | 50,00,000                           | 6,31,911        | 3,21,328      | 6.43                         | 533                         | 49.48                               | 276                         | 48.81                               |
| 1904.          | 31,52,907                           | 3,95,784        | 1,98,066      | 6.28                         | 1,29,127  | +77,939                               | 50,00,000                           | 6,43,742        | 3,23,374      | 6.45                         | 583                         | 50.14                               | 279                         | 49.81                               |
| 1905.          | 31,78,930                           | 3,25,677        | 1,67,305      | 5.27                         | 1,23,241  | +44,064                               | 50,00,000                           | 5,21,619        | 2,67,959      | 5.36                         | 477                         | 49.57                               | 227                         | 48.63                               |
| 1906.          | 32,57,271                           | 3,61,617        | 1,78,761      | 5.49                         | 1,25,079  | +53,682                               | 50,00,000                           | 5,65,510        | 2,81,376      | 5.63                         | 521                         | 50.57                               | 246                         | 50.25                               |

**5 (d) Bhopal-Ujjain railway (5' 6" gauge)—****Details of construction—**

This railway is 113.27 miles long. Its construction was sanctioned in 1892 and it was opened in 1895.

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.*Ballast.*—The line is fully ballasted throughout with broken stone.*Fencing.*—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.*Curves.*—There are no curves with a radius of less than 990 feet.*Gradients.*—The ruling gradient is 1 in 150.**Terms of contracts—**

The railway is worked under the following:—

*Agreement of*—4th August 1896 (between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company) for working the Bhopal-Parbati section.

4th August 1896 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working the Parbati-Ujjain section.

*Contract of*—21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

The general conditions are as follows:—

*Government aid.*—Nil. The Bhopal-Parbati section is owned by the Bhopal Durbar and the Parbati-Ujjain section, by the Gwalior Durbar.*Currency of agreements.*—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.*Terms of working.*—For the Bhopal-Parbati section the Company retains out of the gross receipts a sum bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system including branches as the gross receipts of the section bear to the whole gross receipts of that system including branches.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 5</sup> <sub>Sub-heads (a) to (h)</sub> **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*****5 (d) Bhopal-Ujjain railway (5' 6" gauge)—*concl'd.*****Terms of contracts—*concl'd.***

For the Parbati-Ujjain section the Company retains 50 per cent. of the gross receipts of the section of each half-year; and receives rent for works, &c., in sole and joint use at Ujjain Junction and rent for the telegraph lines and instruments when not the property of the railway.

**Rates and fares.**—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                           |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|---------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Pro. of exp. to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                           |
| 1892 . . . . . | 88,462                              | ...             | ...           | ...                          | ...                         | ...                       |
| 1893 . . . . . | 22,76,663                           | ...             | ...           | ...                          | ...                         | ...                       |
| 1894 . . . . . | 53,53,849                           | ...             | ...           | ...                          | ...                         | ...                       |
| 1895 . . . . . | 69,69,331                           | 1,058           | 979           | 0.01                         | ...                         | 50.00                     |
| 1896 . . . . . | 77,77,604                           | 3,69,114        | 1,80,218      | 2.32                         | 61                          | 51.17                     |
| 1897 . . . . . | 75,36,180                           | 3,72,237        | 1,84,660      | 2.45                         | 63                          | 50.40                     |
| 1898 . . . . . | 75,85,789                           | 4,16,910        | 2,05,051      | 2.70                         | 71                          | 50.82                     |
| 1899 . . . . . | 76,54,290                           | 5,82,344        | 2,77,911      | 3.63                         | 99                          | 52.28                     |
| 1900 . . . . . | 76,88,020                           | 9,16,349        | 4,65,081      | 6.06                         | 161                         | 50.79                     |
| 1901 . . . . . | 77,61,569                           | 5,45,956        | 2,61,014      | 3.38                         | 93                          | 52.00                     |
| 1902 . . . . . | 78,02,855                           | 5,82,063        | 2,77,292      | 3.75                         | 99                          | 53.36                     |
| 1903 . . . . . | 78,11,402                           | 4,44,766        | 2,14,441      | 2.86                         | 76                          | 49.85                     |
| 1904 . . . . . | 78,11,670                           | 4,54,721        | 2,17,562      | 2.91                         | 77                          | 49.99                     |
| 1905 . . . . . | 78,45,712                           | 6,08,240        | 2,96,639      | 3.91                         | 103                         | 51.23                     |
| 1906 . . . . . | 78,51,048                           | 6,86,799        | 3,31,924      | 4.23                         | 117                         | 51.67                     |

**5 (e) Bina-Goonna-Baran railway (5' 6" gauge)—****Details of construction—**

This railway is 145.63 miles long. Its construction was sanctioned in 1892 and it was opened in 1899.

**Permanent-way.**—The line is laid with 75-lb. flat-footed steel rails on deodar sleepers.

**Ballast.**—The line is ballasted with broken stone and laterite.

**Fencing.**—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

**Curves.**—There are no curves with a radius of less than 990 feet.

**Gradients.**—The ruling gradient is 1 in 125.

**Terms of contracts.—**

The railway is worked under the following:—

**Agreements of—**15th July 1896 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Bina-Goonna section.

12th May 1899 (between the Government of His Highness the Maharajah Scindia of Gwalior and the Indian Midland Railway Company) for working the Goona-Dharnaoda section.

27th February 1899 (between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company) for working the Dharnaoda-Chabra section.

20th February 1899 (between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company) for working the Chabra-Baran section.

**Contract of—**21st December 1900 (between the Secretary of State and the Indian Midland Railway Company) for working by the Great Indian Peninsula Railway Company.

**Agreement of—**16th March 1905 (between the Tonk and Gwalior Durbars) for purchase by the latter of the Dharnaoda-Chabra section.

The general conditions are as follows:—

**Government aid—**Nil. The Bina-Goonna, Goona-Dharnaoda and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar.

**Currency of agreements.**—The agreements are terminable on the expiry of ten years from the dates of the opening of the sections, or on the 30th June or 31st December in any year thereafter, on twelve months' notice in writing being given by either party.

**Terms of working.**—For the Bina-Goonna section the Company retains 50 per cent. of the gross receipts of the section of each half-year; and receives rent for works, etc., in sole and joint use at Bina junction, and rent for telegraph lines and instruments when not the property of the railway.

For the Goona-Dharnaoda, Dharnaoda-Chabra and Chabra-Baran sections the Company retains out of the gross receipts a sum (which includes any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work', subject to a maximum charge on such account of Rs. 20 per mile open in each half-year) bearing the same proportion to the whole of the working expenses attributed to the Indian Midland railway system as the gross receipts of each section bear to the whole gross receipts of that system. This sum not to exceed 50 per cent. of the gross receipts in the case of the Goona-Dharnaoda section.

**Rates and fares.**—The same rates and fares as are in force from time to time on the Great Indian Peninsula railway.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 5</sup> Sub-heads (a) to (h). **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*****5 (e) Bina-Goonna-Baran railway (5' 6" gauge)—*contd.*****Statistics of working—**

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                           |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|---------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Pro: of exp: to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                           |
| 1891           | 51,905                              | ...             | ...           | ...                          | ...                         | ...                       |
| 1892           | 2,57,611                            | ...             | ...           | ...                          | ...                         | ...                       |
| 1893           | 35,18,701                           | ...             | ...           | ...                          | ...                         | ...                       |
| 1894           | 47,79,618                           | ...             | ...           | ...                          | ...                         | ...                       |
| 1895           | 49,81,035                           | 48,701          | 24,198        | ...                          | 19                          | 54.42                     |
| 1896           | 51,16,074                           | 91,140          | 36,821        | 0.68                         | 24                          | 59.60                     |
| 1897           | 87,73,621                           | 1,02,386        | 43,446        | 0.50                         | 27                          | 57.57                     |
| 1898           | 97,66,068                           | 1,30,004        | 58,040        | 0.59                         | 35                          | 55.36                     |
| 1899           | 99,31,680                           | 2,67,359        | 1,26,108      | 1.27                         | 46                          | 52.83                     |
| 1900           | 1,00,21,605                         | 4,31,847        | 2,20,490      | 2.20                         | 57                          | 49.29                     |
| 1901           | 1,00,43,236                         | 2,52,716        | 1,22,970      | 1.22                         | 33                          | 51.34                     |
| 1902           | 99,14,442                           | 2,38,825        | 1,19,792      | 1.21                         | 32                          | 52.71                     |
| 1903           | 99,62,459                           | 3,21,585        | 1,55,600      | 1.63                         | 42                          | 49.49                     |
| 1904           | 99,87,016                           | 3,91,886        | 1,92,897      | 1.94                         | 52                          | 49.54                     |
| 1905           | 99,90,394                           | 5,68,669        | 1,81,269      | 1.88                         | 49                          | 50.83                     |
| 1906           | 99,94,053                           | 4,91,611        | 2,40,881      | 2.41                         | 65                          | 50.90                     |

**5 (f) Indian Midland railway (5' 6" gauge)—***Chairman.*—Rt. Hon'ble Sir Andrew R. Scoble, K.C.S.I.*Secretary.*—R. H. Walpole, Esq.*Offices.*—43, Copthall Avenue, London, E.C.**Details of construction—**

The open mileage of the Indian Midland railway is 809.85 miles, which may be divided into main line (Bhopal to Agra Road), 318.59 miles, and branches, 491.26 miles.

Sanction was first given to the construction of this line in 1876 and the main line was opened throughout in 1889.

*Permanent-way.*—The whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 320.64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 331.64 to Hamirpur Road is laid with East Indian railway 75-lb. double-headed steel rails on Denham Olpherts' sleepers. The East Indian railway type rails and Denham Olpherts' sleepers are being gradually renewed with Indian Midland railway 80-lb. flat-footed steel rails and cast iron oval pots.

*Ballast.*—The line is ballasted with gravel, laterite, kunkur or stone.

*Fencing.*—The main line is fenced throughout and the branches are partially fenced.

*Curves.*—There are no curves with a radius of less than 990 feet.

*Gradients.*—The ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmanu where it is 1 in 200.

**Terms of contracts—**

The railway is worked under the following contracts:—

*Contracts of*—2nd October 1885—Indian Midland Railway Company's principal contract.

18th March 1890—Contract for the acquisition of the Scindia railway.

18th June 1896—Contract for the Saugor-Katni railway.

21st December 1900—Contract for the transfer of the working of the Indian Midland railway to the Great Indian Peninsula Railway Company.

*Government aid.*—Interest at 4 per cent. per annum in sterling is guaranteed on £3,000,000 share capital. On further capital that may be required the guarantee to be 4 per cent. or such other rate as may be agreed upon. A considerable amount of capital has been advanced by Government for the existing system; and, in the case of the Saugor-Katni extension, it has been agreed that all money required for expenditure in India shall be supplied by the Government, the Company raising only the amount required for expenditure in England. Land was provided free.

*Currency of contracts.*—(1) *Indian Midland railway contract.*—The contract of 1885 may be determined by Government giving 12 months' previous notice on the 31st December 1910, or on the 31st December of any succeeding tenth year. Government may also terminate the contract at any time, on six months' notice, if the Company fails to fulfil its obligations, or if the line be worked at a loss for not less than three consecutive half-years. On the termination of the contract the Company is to hand over to Government the railway and all its belongings of every description, and Government are to repay the amount at par of the share capital which has been paid by the Company. The contract of 1900 is current for a period of 25 years from the 1st July 1900; but the Indian Midland Railway Company's right to a 4 per cent. guarantee on share capital and one-fourth share of surplus profits remains in full force till the termination of either the contract of 1885 or that of 1900.

(2) *Scindia and Saugor-Katni railways contracts.*—The contracts of 1890 and 1896 run concurrently with that of 1885, to which they are supplemental.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 5</sup> <sub>Sub-heads (a) to (h)</sub> GREAT INDIAN PENINSULA RAILWAY SYSTEM—contd.

5 (f) Indian Midland railway (5' 6" gauge)—concl'd.

Terms of contracts—concl'd.

Power of Company to surrender contract.—Nil.

**Terms of working.**—From the gross earnings for any calendar year will be deducted working expenses, and the net earnings applied towards payment to Government of interest on advances of capital made by it to the Company and for repayment of the interest paid by it to the Company for that year, the balance to be divided in proportion of three-fourths to Government and one-fourth to the Company.

**Rates and fares.**—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              |           |                                   |                            | TABLE II.                   |                           |                             |                           |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|-----------------------------------|----------------------------|-----------------------------|---------------------------|-----------------------------|---------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Company's share of net earnings.* | Gain or loss to the State. | SCINDIA.                    |                           | INDIAN MIDLAND.             |                           |
|                |                                     |                 |               |                              |           |                                   |                            | Earnings per mile per week. | Pro: of exp: to earnings. | Earnings per mile per week. | Pro: of exp: to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                               | Rs.                        | Rs.                         |                           | Rs.                         |                           |
| 1878           | ...                                 | ...             | ...           | ...                          | ...       | ...                               | ...                        | 54                          | 133.30                    | ...                         | ...                       |
| 1879           | 73,22,551                           | 90,916          | —33,772       | ...                          | 3,06,178  | ...                               | —3,39,350                  | 39                          | 134.95                    | ...                         | ...                       |
| 1880           | 81,63,253                           | 2,01,823        | 20,129        | 0.25                         | 3,57,020  | ...                               | —2,37,491                  | 58                          | 88.05                     | ...                         | ...                       |
| 1881           | 33,16,063                           | 3,01,681        | 75,319        | 0.91                         | 3,48,809  | ...                               | —2,70,467                  | 81                          | 77.35                     | ...                         | ...                       |
| 1882           | 87,63,714                           | 3,9,289         | 92,231        | 1.05                         | 3,47,303  | ...                               | —2,55,072                  | 85                          | 71.90                     | ...                         | ...                       |
| 1883           | 92,32,537                           | 3,38,511        | 1,59,716      | 1.72                         | 3,56,750  | ...                               | —1,97,034                  | 87                          | 53.82                     | ...                         | ...                       |
| 1884           | 1,18,68,111                         | 3,68,336        | 1,73,663      | 1.45                         | 3,74,122  | ...                               | —2,01,519                  | 95                          | 53.14                     | ...                         | ...                       |
| 1885           | 1,60,14,107                         | 3,94,081        | 1,99,680      | 1.24                         | 6,48,112  | ...                               | —4,48,433                  | 101                         | 40.33                     | ...                         | ...                       |
| 1886           | 2,48,06,299                         | 3,91,832        | 2,14,526      | 0.86                         | 18,20,268 | ...                               | —16,54,742                 | 101                         | 49.69                     | 56                          | 82.03                     |
| 1887           | 5,10,96,457                         | 6,32,204        | 2,78,943      | 0.54                         | 20,00,181 | ...                               | —17,22,141                 | 117                         | 46.62                     | 81                          | 80.68                     |
| 1888           | 6,06,63,213                         | 10,27,038       | 3,74,204      | 0.54                         | 28,55,488 | ...                               | —24,81,284                 | 95                          | 47.74                     | 99                          | 72.32                     |
| 1889           | 7,81,45,085                         | 30,63,255       | 6,83,111      | 0.81                         | 31,24,456 | ...                               | —24,91,345                 | ...                         | ...                       | 92                          | 77.32                     |
| 1890           | 8,32,79,427                         | 31,24,365       | 5,99,780      | 0.72                         | 33,94,157 | ...                               | —27,94,377                 | ...                         | ...                       | 86                          | 80.90                     |
| 1891           | 8,52,46,143                         | 41,02,361       | 13,52,172     | 1.59                         | 33,12,200 | ...                               | —19,60,028                 | ...                         | ...                       | 115                         | 67.51                     |
| 1892           | 8,65,79,006                         | 44,77,625       | 17,26,260     | 1.99                         | 37,23,985 | ...                               | —19,97,725                 | ...                         | ...                       | 124                         | 61.45                     |
| 1893           | 8,71,62,843                         | 44,50,053       | 17,00,109     | 1.95                         | 41,40,194 | ...                               | —24,39,785                 | ...                         | ...                       | 123                         | 61.97                     |
| 1894           | 8,78,06,437                         | 52,22,033       | 22,02,334     | 2.51                         | 42,59,815 | ...                               | —20,57,481                 | ...                         | ...                       | 144                         | 57.83                     |
| 1895           | 8,91,40,985                         | 44,91,707       | 16,48,360     | 1.87                         | 45,97,495 | ...                               | —29,40,135                 | ...                         | ...                       | 124                         | 63.30                     |
| 1896           | 9,25,53,896                         | 48,51,951       | 20,17,920     | 2.18                         | 44,23,983 | ...                               | —24,06,154                 | ...                         | ...                       | 134                         | 59.41                     |
| 1897           | 9,77,91,421                         | 54,89,540       | 24,06,565     | 2.46                         | 42,53,893 | ...                               | —18,47,328                 | ...                         | ...                       | 150                         | 56.16                     |
| 1898           | 9,96,74,805                         | 56,25,823       | 25,11,911     | 2.52                         | 39,30,960 | ...                               | —14,98,075                 | ...                         | ...                       | 147                         | 55.36                     |
| 1899           | 10,16,34,077                        | 64,77,226       | 27,82,950     | 2.74                         | 39,75,411 | ...                               | —11,92,461                 | ...                         | ...                       | 162                         | 57.08                     |
| 1900           | 10,31,35,002                        | 90,66,569       | 48,72,287     | 4.72                         | 40,03,535 | ...                               | + 8,68,692                 | ...                         | ...                       | 213                         | 46.23                     |
| 1901           | 10,58,27,051                        | 82,45,068       | 42,50,587     | 4.03                         | 38,61,725 | 1,89,164                          | + 1,98,038                 | ...                         | ...                       | 199                         | 48.43                     |
| 1902           | 10,62,11,714                        | 90,48,628       | 44,86,267     | 4.22                         | 41,04,505 | 7,330                             | + 3,74,452                 | ...                         | ...                       | 209                         | 50.43                     |
| 1903           | 10,98,96,302                        | 80,86,118       | 40,92,942     | 3.73                         | 41,85,502 | 2,062                             | — 9,622                    | ...                         | ...                       | 180                         | 49.35                     |
| 1904           | 11,22,35,779                        | 82,00,712       | 41,48,862     | 3.70                         | 42,59,767 | ...                               | — 1,10,905                 | ...                         | ...                       | 183                         | 49.96                     |
| 1905           | 11,31,43,178                        | 79,91,329       | 40,84,524     | 3.61                         | 42,77,173 | ...                               | — 1,82,645                 | ...                         | ...                       | 178                         | 48.69                     |
| 1906           | 11,41,69,155                        | 98,69,294       | 49,19,560     | 4.31                         | 42,96,283 | ...                               | + 6,29,277                 | ...                         | ...                       | 284                         | 50.15                     |

5 (g) Gwalior Light railway (2' 0" gauge)—

Details of construction—

The open mileage of this railway is 183.53 miles, and may be divided into the following sections:—(1) Gwalior to Sipri, 73.81 miles, (2) Gwalior to Bhind, 52.33 miles, and (3) Gwalior to Sabalgarh, 57.39 miles. The several sections were opened in 1899 and 1904, respectively.

Besides the above there are 66.39 miles under construction.

**Permanent-way.**—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sal and steel trough sleepers.

**Ballast.**—The line is fully ballasted throughout with broken stone, sand and moorum.

**Fencing.**—The line is fenced between Gwalior and Morar only.

**Curves.**—The sharpest curve in station yards has a radius of 200 feet. The sharpest curve out of stations has a radius of 955 feet.

**Gradients.**—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following agreement:—

**Agreement of.**—11th October 1900 (between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company) for working.

The general conditions of the agreement are as follows:—

**Government aid.**—Nil. The Gwalior Light railway is the property of the Gwalior Durbar.

**Currency of contract.**—Either party may determine the agreement by giving three months' notice.

\* Based on actual receipts and payments during the year.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 5</sup> <sub>Sub-heads (a) to (h)</sub> **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*concl'd.***(5) (g) Gwalior Light railway (2' 0" gauge)—*concl'd.*Terms of contract—*concl'd.*

*Terms of working.*—The gross receipts are collected and treated as receipts of the Indian Midland Railway Company and from them are deducted the actual expenditure in the Traffic and Audit departments for station and train staff, audit clerks, on printing and stationery and stores consumed, and all other expenses connected therewith, and 5 per cent. per annum for construction and maintenance of accommodation required for the exclusive use of the light railway; 7½ per cent. for ballast, permanent-way, etc., including maintenance and renewal, plus 15 per cent. to cover supervision and general charges other than those rendered in the accounts. The balance is paid over to the Gwalior Durbar.

*Rates and fares.*—Rates and fares are the same as those in force on the Great Indian Peninsula railway.

Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                |                                     | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1896 . . . . . | 2,166                               | ...             | ...           | ...                          | ...                         | ...                                 |
| 1897 . . . . . | 1,03,553                            | ...             | ...           | ...                          | ...                         | ...                                 |
| 1898 . . . . . | 9,30,815                            | ...             | ...           | ...                          | ...                         | ...                                 |
| 1899 . . . . . | 22,79,297                           | 4,094           | —4,113        | ...                          | 6                           | 258.33                              |
| 1900 . . . . . | 27,10,537                           | 84,617          | —137          | ...                          | 13                          | 100.16                              |
| 1901 . . . . . | 31,07,277                           | 89,227          | —520          | ...                          | 13                          | 100.63                              |
| 1902 . . . . . | 39,77,104                           | 1,09,577        | 9,346         | 0.33                         | 17                          | 91.47                               |
| 1903 . . . . . | 41,76,353                           | 1,66,002        | 68,226        | 1.63                         | 25                          | 58.90                               |
| 1904 . . . . . | 46,63,093                           | 1,83,254        | 57,501        | 1.18                         | 22                          | 71.96                               |
| 1905 . . . . . | 54,72,847                           | 1,89,755        | 52,745        | 0.96                         | 20                          | 72.20                               |
| 1906 . . . . . | 57,87,428                           | 2,58,223        | 1,12,211      | 1.94                         | 27                          | 56.54                               |

5 (A) Matheran Light railway (2' 0" gauge)—

Details of construction—

The line, from Neral station on the Great Indian Peninsula railway to the hill station of Matheran, will be 12.61 miles long.

Its construction by Mr. Abdul Husain Adamjee Peerbhoy of Bombay has been authorized by an order contained in the Bombay Government, Public Works Department (Railway), Notification No. 34, dated the 28th July 1904. On completion the line will be worked by the Great Indian Peninsula Railway Company.

Terms of contract—

This railway will be maintained and worked under—

*Terms*—Contained in the order accompanying Bombay Government Notification No. 34, dated the 28th July 1904.

The general conditions are as follows:—

*Government aid.*—Free provision of Government land.

*Currency of agreement.*—Government may purchase the undertaking as a going concern from the promoter on 1st January 1940, or at the expiration of any subsequent period of 5 years, at 25 times the average net earnings of the undertaking for the 3 calendar years immediately preceding the date of purchase.

*Terms of working.*—Not yet settled.

*Rates and fares.*—Certain maxima have been fixed.

Number <sup>Main head 6</sup> <sub>Sub-heads (a) to (i)</sub> **MADRAS RAILWAY SYSTEM—**

*Chairman.*—Lieutenant-Colonel R. Gardiner, R.E.

*Secretary.*—W. H. Cole, Esq., M.I.C.E.,

*Offices.*—1, Broad Street Place, Finsbury Circus, London, E. C.

*Lines comprising the system.*—The Madras railway system is made up of—

|   | Open line.                     | Under construction or sanctioned for construction. | Total.   |
|---|--------------------------------|--|----------|
|   | Miles.                         | Miles.   | Miles.   |
| (a) Madras railway . . . . .  | (5' 6" gauge) . . . . . 904.01 | 1.00   | 905.01   |
| (b) Arhikal-Mangalore extension . . . . .   | (5' 6" gauge) . . . . . 50.85  | 20.91  | 77.26    |
| (c) Kolar Gold-fields railway . . . . .   | (5' 6" gauge) . . . . . 9.88   | ...  | 9.88     |
| (d) Madras (North-East line) (Southern section of the East Coast (State) railway) . . . . . | (5' 6" gauge) . . . . . 497.19 | 0.85   | 498.04   |
| (e) Nilgiri railway . . . . .   | (3' 3½" gauge) . . . . . 16.00 | 11.75  | 28.74    |
| (f) Shorapur-Oachin railway . . . . .   | (3' 3½" gauge) . . . . . 64.75 | ...  | 64.75    |
| (g) Morappur-Dharmapuri railway . . . . .   | (2' 6" gauge) . . . . . 18.53  | ...  | 18.53    |
| (h) Tirupattur-Krishnagiri railway . . . . .  | (2' 6" gauge) . . . . . 25.38  | ...  | 25.38    |
| (i) Salem-Attur railway . . . . .   | (5' 6" gauge) . . . . . ...    | 36.06  | 36.06    |
| Total . . . . .   | 1,593.08                       | 70.57  | 1,663.65 |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 6</sup> Sub-heads (a) to (i) . **MADRAS RAILWAY SYSTEM—*contd.***

**Running powers—***Foreign lines over Home line—*

|   |                                   | Miles.      |
|---|-----------------------------------|-------------|
| Bengal-Nagpur railway, Waltair to Vizagapatam (including Wharf and Swamp lines) | } for passenger and goods trains. | 4.87        |
| Southern Mahratta railway, Tadepalli to Bozwada                                 |                                   | 2.97        |
| Nizam's Guaranteed State railway, distant signal at Bozwada to Bozwada station  |                                   | 0.89        |
| <b>Total</b>  |                                   | <b>8.83</b> |

**6 (a) Madras railway proper (5' 6" gauge)—****Details of construction—**

The open mileage of the Madras railway proper amounts to 391.01 miles. This may be divided into (1) the *South-West line*, main line (Madras to Azhikal), 473.73 miles; branches, 123 miles; and (2) the *North-West line* (Arkonam to Raichur), 308.28 miles. Of the above 43.43 miles are double line.

There was, in addition, 1 mile under construction.

Sanction was first given to the construction of the South-West line in 1853 and it was opened through to Calicut in 1883. The North-West line was sanctioned in 1859 and was opened through to Raichur in 1871.

*Permanent-way.*—The present type of permanent-way for the main line is 80-lb. bull-headed steel rails, laid on cast iron pots, each weighing 112 lbs. The section, Calicut to Azhikal, is laid with 60-lb. flat-footed steel rails on wooden sleepers.

*Ballast.*—The line is ballasted with stone and sand, chiefly the former.

*Fencing.*—The line is fenced throughout.

*Curves.*—The sharpest curve is of 700 feet radius.

*Gradients.*—The ruling gradient between Madras and Mallapuram is 1 in 200; between Mallapuram and Calicut, 1 in 100 (except at Mallapuram Ghat where it is 1 in 70 and at Walayar Ghat where it is 1 in 62); between Calicut and Cannanore, 1 in 150; between Jalarpet and Bangalore, 1 in 100 (except at Kuppam Ghat where it is 1 in 68); between Podanur and Mettupalaiyam, 1 in 80; between Olavakkot and Palghat, 1 in 106; between Walajah Road and Ranipet, 1 in 150; and between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 66).

**Terms of contracts—**

The Madras railway is worked under the following contracts:—

*Contracts of*—22nd December 1852 (South-West line).

19th December 1855 (South-West line).

13th August 1858 (North-West line).

2nd January 1871 (Amalgamation).

18th January 1901 (Calicut-Azhikal extension).

1st November 1901 (Walajah Road (Arcot)-Ranipet branch).

The general conditions of the contracts are as follows:—

*Government aid.*—Guarantee of interest in sterling at 5 per cent. for term of contract. On some portion of the share capital and on debentures lower rates of interest are guaranteed. Land was provided free of cost.

*Currency of contracts.*—In ninety-nine years from 1st April 1857 the line reverts to Government on paying for the rolling-stock at its fair value, provided the Company does not previously give notice of its intention to surrender the contract. Government may, within six months after the expiration of 25 or 50 years of the term, determine the contract by purchase at the mean market value of the shares during the three preceding years. Possession to be taken of the railway at the half-yearly day next but one following the notice. Government may also determine the contract at any time, on giving three months' notice, if the Company fails to observe its obligations, Government repaying the capital expended.

*NOTE.*—Government relinquished their right to determine the contract at the end of the 25th year, and the only remaining opportunity of giving notice of purchase will be in 1907 within six months after 1st April.

*Power of Company to surrender contract.*—The Company may, at any time, surrender on six months' notice, receiving back (either in cash or by annuity at the option of the Government) the capital expended.

*Terms of working.*—As to the lines covered by the contract of 2nd January 1871, after deducting the working expenses (which include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor Work", subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), the surplus profits, after repayment of the guaranteed interest of each half-year converted at the rate of exchange of 1s. 10d. per rupee, are divided equally between Government and the Company. As to the Calicut-Azhikal railway working expenses are calculated at the average rate prevailing in each half-year over the entire system, and if the net earnings in any half-year exceed the interest charges converted at the prescribed rate of exchange, one-fifth belongs to the Company; but any deficiency in one half-year is a first charge on the net receipts of that and the next succeeding half-year of every line of railway for the time being belonging to the Company. Subject to the provisions in the contract of 18th January 1901 the covenants and provisions of the several principal indentures apply to the Calicut-Azhikal railway.

*Rates and fares.*—Under the contract Government fixed maxima rates and fares, which cannot be altered by Government until the net receipts exceed 10 per cent. on the capital outlay. The fixed maxima rates cannot be altered by the Company without Government sanction. Authority, however, has been given to the Company, by an executive order, to vary its rates within the prescribed maxima without reference to Government.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 6</sup> Sub-heads (a) to (c) **MADRAS RAILWAY SYSTEM—*contd.*****6 (a) Madras railway proper (5' 6" gauge)—*concl'd.***

Statistics of working—

| Calendar year  | TABLE I.                            |                 |               |                              |   |                                  |                            | TABLE II.      |                             |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|---|----------------------------------|----------------------------|----------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Guaranteed interest (at current rates of exchange). | Company's share of net earnings. | Gain or loss to the State. | Calendar year. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.   | Rs.                              | Rs.                        |                | Rs.                         |                                     |
| 1879 . . . . . | 11,45,69,493                        | 66,26,486       | 29,75,170     | 1.81                         | 57,04,205   | ..                               | —36,29,035                 | 1856           | 75                          | 51.66                               |
| 1880 . . . . . | 11,39,78,220                        | 61,62,46        | 19,57,337     | 1.73                         | 57,16,332   | ..                               | —37,59,195                 | 1857           | 91                          | 47.13                               |
| 1881 . . . . . | 11,40,07,804                        | 63,11,312       | 20,75,856     | 1.82                         | 57,16,365   | ..                               | —36,40,500                 | 1858           | 93                          | 55.33                               |
| 1882 . . . . . | 11,39,69,608                        | 62,13,571       | 25,70,341     | 2.25                         | 56,89,911   | ..                               | —31,18,170                 | 1859           | 122                         | 60.35                               |
| 1883 . . . . . | 11,39,92,074                        | 66,31,909       | 25,26,519     | 2.22                         | 57,08,416   | ..                               | —31,61,867                 | 1860           | 117                         | 73.50                               |
| 1884 . . . . . | 11,12,51,164                        | 71,41,315       | 20,55,697     | 2.57                         | 64,23,432   | ..                               | —34,87,745                 | 1861           | 91                          | 71.08                               |
| 1885 . . . . . | 11,50,31,160                        | 70,57,993       | 32,79,168     | 2.85                         | 67,38,206   | ..                               | —34,57,038                 | 1862           | 84                          | 74.02                               |
| 1886 . . . . . | 11,59,41,297                        | 79,66,097       | 32,49,214     | 2.78                         | 71,24,952   | ..                               | —38,95,700                 | 1863           | 110                         | 69.57                               |
| 1887 . . . . . | 11,40,70,190                        | 81,72,135       | 29,80,029     | 2.52                         | 73,20,207   | ..                               | —44,40,178                 | 1864           | 183                         | 49.62                               |
| 1888 . . . . . | 11,53,78,656                        | 85,31,054       | 35,21,615     | 3.05                         | 76,23,531   | ..                               | —41,02,236                 | 1865           | 145                         | 45.69                               |
| 1889 . . . . . | 11,63,84,070                        | 91,10,894       | 37,38,421     | 3.21                         | 76,69,934   | ..                               | —39,31,513                 | 1866           | 147                         | 45.62                               |
| 1890 . . . . . | 11,79,84,234                        | 95,06,134       | 45,21,490     | 2.83                         | 68,85,958   | ..                               | —23,64,478                 | 1867           | 153                         | 43.47                               |
| 1891 . . . . . | 11,89,92,009                        | 93,14,688       | 39,06,529     | 3.28                         | 73,92,186   | ..                               | —34,85,657                 | 1868           | 181                         | 41.48                               |
| 1892 . . . . . | 11,97,71,835                        | 96,21,670       | 12,92,133     | 3.38                         | 83,62,369   | ..                               | —40,70,236                 | 1869           | 171                         | 49.16                               |
| 1893 . . . . . | 12,03,89,490                        | 1,05,05,036     | 54,21,712     | 4.50                         | 84,87,732   | ..                               | —30,60,990                 | 1870           | 146                         | 52.84                               |
| 1894 . . . . . | 12,05,25,315                        | 1,03,21,012     | 49,47,863     | 4.10                         | 96,56,469   | ..                               | —47,08,606                 | 1871           | 139                         | 51.97                               |
| 1895 . . . . . | 12,08,91,797                        | 1,12,08,407     | 58,10,310     | 4.80                         | 96,17,135   | 53,195                           | —38,60,320                 | 1872           | 148                         | 52.19                               |
| 1896 . . . . . | 12,11,52,091                        | 1,08,80,251     | 53,85,291     | 4.44                         | 89,02,681   | ..                               | —36,07,393                 | 1873           | 157                         | 56.94                               |
| 1897 . . . . . | 12,15,01,808                        | 1,14,65,314     | 59,82,565     | 4.92                         | 84,81,597   | 91,135                           | —25,90,167                 | 1874           | 132                         | 64.67                               |
| 1898 . . . . . | 12,22,69,990                        | 1,07,20,483     | 54,72,657     | 4.43                         | 82,40,191   | 90,516                           | —29,18,090                 | 1875           | 144                         | 70.28                               |
| 1899 . . . . . | 12,31,93,025                        | 1,05,45,192     | 50,16,254     | 4.06                         | 80,58,144   | ..                               | —30,41,890                 | 1876           | 139                         | 64.38                               |
| 1900 . . . . . | 12,62,82,369                        | 1,13,39,222     | 53,70,820     | 4.25                         | 81,24,701   | ..                               | —27,53,881                 | 1877           | 225                         | 59.26                               |
| 1901 . . . . . | 13,13,51,379                        | 1,14,86,803     | 57,55,693     | 4.40                         | 83,15,733   | ..                               | —25,30,130                 | 1878           | 148                         | 70.05                               |
| 1902 . . . . . | 13,50,23,683                        | 1,18,41,074     | 57,91,420     | 4.29                         | 84,41,161   | ..                               | —26,50,044                 | 1879           | 148                         | 68.68                               |
| 1903 . . . . . | 13,61,05,517                        | 1,26,21,022     | 55,67,564     | 4.08                         | 84,39,831   | ..                               | —28,71,967                 | 1880           | 138                         | 63.24                               |
| 1904 . . . . . | 13,71,10,600                        | 1,37,68,064     | 62,73,135     | 4.57                         | 86,39,058   | ..                               | —23,56,923                 | 1881           | 141                         | 67.11                               |
| 1905 . . . . . | 13,65,08,336                        | 1,39,16,956     | 58,69,047     | 4.24                         | 87,03,239   | ..                               | —28,31,192                 | 1882           | 155                         | 62.84                               |
| 1906 . . . . . | 14,03,39,676                        | 1,50,81,141     | 61,78,289     | 4.40                         | 87,71,265   | 1,25,000                         | —27,17,976                 | 1883           | 148                         | 61.90                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1884           | 160                         | 58.69                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1885           | 171                         | 57.18                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1886           | 178                         | 59.46                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1887           | 189                         | 64.76                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1888           | 195                         | 58.72                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1889           | 209                         | 53.97                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1890           | 218                         | 52.44                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1891           | 214                         | 58.20                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1892           | 221                         | 56.40                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1893           | 231                         | 48.39                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1894           | 237                         | 52.66                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1895           | 257                         | 47.55                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1896           | 249                         | 50.10                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1897           | 263                         | 47.65                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1898           | 246                         | 49.51                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1899           | 240                         | 52.43                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1900           | 254                         | 51.75                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1901           | 259                         | 49.63                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1902           | 256                         | 50.25                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1903           | 261                         | 55.88                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1904           | 293                         | 54.43                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1905           | 296                         | 57.83                               |
|                |                                     |                 |               |                              |   |                                  |                            | 1906           | 321                         | 59.05                               |

**6 (b) Azhikal-Mangalore extension (5' 6" gauge)—****Details of construction—**

The open mileage (Azhikal to Kumbala) is 50.35 miles. It was sanctioned in 1901 and was opened in 1906. There are 20.91 miles (Kumbala to Mangalore) still under construction.

*Permanent-way.*—The permanent-way consists of 75-lb flat-footed steel rails laid on pyinkado, sal and jarrah sleepers.

*Ballast.*—The line is ballasted with laterite broken to 2" gauge in cuttings and sand with laterite covering in banks.

*Fencing.*—The line is fenced throughout.

*Curves.*—The sharpest curve is of 2,865 feet radius.

*Gradients.*—The ruling gradient is 1 in 90.

**Terms of contract—**

The line is worked under the following contract:—

*Contract of*—30th December 1903 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working—supplemental to the contract of 31st December 1902, for working a portion of the late East Coast (State) railway.

The general conditions of the contract are as follows:—

*Government aid.*—The line is the property of the State.

*Currency of contract.*—The contract is to continue in force till the 31st December 1907.

*Terms of working.*—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 6 **MADRAS RAILWAY SYSTEM—contd.**  
 Sub-heads (a) to (i).

**6 (b) Azhikal-Mangalore extension (5' 6" gauge)—contd.****Terms of contract—contd.**

in each half-year; a sum not exceeding Rs. 40 for every mile of line open to traffic for Government supervision and control; and the following:—

The actual expenditure incurred under the account heads of "Maintenance and renewal of permanent way," "Repairs of bridges, etc., wages and materials," "Conservancy of rivers," and "Repairs of staff quarters;" and the share of general working expenses of the system under the remaining heads of account in proportion to the gross earnings of the state railway.

The balance of the gross earnings to belong to Government.

**Rates and fares.**—Government exercise full control over rates and fares.

**Statistics of working—**

| TABLE I.       |                                    |                 |               |                              |           | TABLE II.                  |                             |                                     |
|----------------|------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of the year. | Gross earnings. | Net earnings. | Per cent. on Capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.                         |                                     |
| 1906           | 1,20,19,658                        | 30,810          | 14,990        | 0.12                         | 4,17,122  | —4,02,182                  | 99                          | 50.54                               |

**6 (c) Kolar Gold-fields railway (5' 6" gauge)—**

The railway was constructed by the Mysore State in order to provide facilities for the gold-fields.

**Details of construction—**

The railway is 9.88 miles long and connects Bowringpet with Marikuppam. Its construction was sanctioned in 1892 and it was opened in 1894.

**Permanent way.**—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

**Ballast.**—The line is ballasted with stone and sand, chiefly the former.

**Fencing.**—The line is fenced throughout.

**Curves.**—There are no curves with a radius of less than 1,000 feet.

**Gradients.**—The ruling gradient is 1 in 66.

**Terms of contract—**

The railway is worked under the following agreement:—

**Agreement of**—1st July 1902 (between the Mysore Government and the Madras Railway Company) for working and maintenance with effect from 1st January 1901.

The general conditions of the agreement are as follows:—

**Government aid.**—The line is the property of the Mysore State.

**Duration of agreement.**—The agreement to remain in force subject to six months' notice from either side on the 30th of June or the 31st of December of any year.

**Terms of working.**—The Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system, including this line, bear to the gross earnings of that system, and 5 per cent. of the gross earnings of the railway for rolling-stock.

**Rates and fares.**—Subject to certain special rates and fares, the same rates, etc., as are in force from time to time on the Madras railway.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1892           | 27,661                              | ...             | ...           | ...                          | ...                         | ...                                 |
| 1893           | 5,27,634                            | ...             | ...           | ...                          | ...                         | ...                                 |
| 1894           | 6,56,175                            | 75,771          | 39,273        | 4.46                         | 240                         | 61.87                               |
| 1895           | 6,61,654                            | 1,52,953        | 66,379        | 10.03                        | 294                         | 56.60                               |
| 1896           | 7,45,004                            | 1,55,317        | 63,287        | 8.50                         | 399                         | 59.35                               |
| 1897           | 7,91,074                            | 2,08,854        | 90,278        | 11.41                        | 402                         | 56.77                               |
| 1898           | 8,09,537                            | 2,04,002        | 82,133        | 10.15                        | 392                         | 59.89                               |
| 1899           | 10,79,552                           | 1,77,667        | 56,827        | 5.27                         | 343                         | 69.01                               |
| 1900           | 10,77,901                           | 2,06,892        | 67,093        | 6.22                         | 402                         | 67.88                               |
| 1901           | 11,20,830                           | 2,17,661        | 91,877        | 8.20                         | 421                         | 57.79                               |
| 1902           | 11,38,480                           | 2,16,620        | 85,864        | 7.45                         | 423                         | 60.83                               |
| 1903           | 11,62,504                           | 2,07,957        | 75,337        | 6.47                         | 403                         | 67.70                               |
| 1904           | 11,73,128                           | 2,44,744        | 89,330        | 7.61                         | 476                         | 68.54                               |
| 1905           | 11,87,804                           | 1,88,403        | 67,640        | 5.69                         | 367                         | 66.12                               |
| 1906           | 11,96,520                           | 2,00,400        | 68,275        | 5.71                         | 690                         | 66.93                               |

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 6</sup>  
<sup>Sub-heads (a) to (i)</sup>. **MADRAS RAILWAY SYSTEM—contd.****6 (d) Madras (North-East line) railway (5' 6" gauge)—****Details of construction—**

The North-East line, which is the southern portion of the old East Coast State railway, is 497·19 miles long. It consists of 485·26 miles of main line (Washermenpet to Waltair) and 11·93 miles of branches.

Its construction was sanctioned in 1890 and it was opened throughout in 1900.

The line from Korukkupettai to Basin Bridge Junction, 0·85 mile was under construction.

**Permanent-way.**—The permanent-way consists of 75-lb. flat-footed steel rails laid on wooden and pea-pod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.

**Ballast.**—The line is ballasted with stone and sand, chiefly the former.

**Fencing.**—The line is fenced only in the vicinity of towns, stations and level crossings.

**Curves.**—There are no curves with a radius of less than 1,000 feet.

**Gradients.**—The ruling gradient between Madras and Kistna canal is 1 in 200, and between Kistna canal and Waltair 1 in 150.

**Terms of contract—**

The line is worked under the following contract:—

**Contract of**—31st December 1902 (between the Secretary of State and the Madras Railway Company) for maintenance, management and working.

The general conditions of the contract are as follows:—

**Currency of contract.**—The contract is to continue in force till the 31st December 1907. If the original contract with the Company, dated the 2nd January 1871, is for any reason terminated under the provisions thereof prior to the expiry of the term of this contract, the latter also will, *ipso facto*, terminate at the same time. The contract may also be terminated after twelve months' notice on the 1st April of any year subsequent to 1904.

If the contract is determined by notice at any time previous to the 1st April 1907, and if the ratio of the working expenses to the gross earnings of the Company shall have been raised, by reason of the Company having worked the State railway under this contract, so that the total working expenses of the Company's system from the 1st January 1901 to the termination of the contract shall exceed 50 per cent. of the total gross earnings of the Company's system during such period, the Company will be entitled to suitable compensation for such increase.

**Terms of working.**—The working expenses of the State railway are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of line open to traffic for Government supervision and control; and the following:—

the actual expenditure incurred under the account heads of "Maintenance and renewal of permanent-way,"

"Repairs of bridges, etc., wages and materials," "Conservancy of rivers," and "Repairs of staff quarters"

the share of the general working expenses of the system under the remaining heads of account in proportion to

the gross earnings of the State railway;

the allowances and interest payable under the contract for the use by the State railway of the Company's terminal station at Madras;

and the expenditure incurred by the Company in replacing or repairing the State railway locomotive engines and tenders;

The balance of the gross earnings to belong to Government.

**Rates and fares.**—Government exercise full control over rates and fares.

Government have reserved the power to require, at six months' notice, the re-transfer of the Junction station at Waltair and the branch taking off from the Junction to Vizagapatam.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              |           |                            | TABLE II.                   |                                     | REMARKS.   |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------|-----------------------------|-------------------------------------|--|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |  |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.                         |                                     |  |
| 1890 . . . . . | 3,79,400                            | ...             | ...           | ...                          | 7,590     | —7,590                     | ...                         | ...                                 | The figures prior to 1901 relate to the whole of the East Coast (State) railway. |
| 1891 . . . . . | 1,10,69,894                         | ...             | ...           | ...                          | 2,33,786  | —2,33,786                  | ...                         | ...                                 |  |
| 1892 . . . . . | 2,60,11,131                         | ...             | ...           | ...                          | 7,41,621  | —7,41,621                  | ...                         | ...                                 |  |
| 1893 . . . . . | 3,58,67,473                         | 4,98,660        | 1,53,732      | 0·43                         | 18,48,868 | —11,95,136                 | 68                          | 84·69                               |  |
| 1894 . . . . . | 4,39,47,727                         | 14,80,678       | 1,50,921      | 0·34                         | 15,92,009 | —14,41,088                 | 98                          | 89·61                               |  |
| 1895 . . . . . | 5,09,41,876                         | 19,04,251       | 3,29,164      | 0·65                         | 19,12,886 | —15,83,702                 | 90                          | 83·71                               |  |
| 1896 . . . . . | 6,38,64,048                         | 24,66,573       | 5,39,901      | 0·85                         | 23,72,875 | —18,32,974                 | 94                          | 77·96                               |  |
| 1897 . . . . . | 7,32,26,070                         | 29,21,162       | 8,92,453      | 1·23                         | 26,95,706 | —18,04,343                 | 100                         | 69·59                               |  |
| 1898 . . . . . | 8,24,02,969                         | 28,10,742       | 4,69,831      | 0·81                         | 30,98,828 | —24,28,097                 | 94                          | 76·46                               |  |
| 1899 . . . . . | 8,45,98,097                         | 43,92,337       | 15,37,294     | 1·73                         | 35,14,602 | —19,77,806                 | 104                         | 65·11                               |  |
| 1900 . . . . . | 8,80,71,781                         | 64,04,543       | 26,54,794     | 3·01                         | 34,48,555 | —7,91,761                  | 143                         | 56·10                               |  |
| 1901 . . . . . | 6,07,27,275                         | 45,68,155       | 20,31,210     | 3·84                         | 24,51,072 | —4,19,862                  | 176                         | 65·63                               |  |
| 1902 . . . . . | 6,16,89,605                         | 45,46,551       | 16,19,128     | 2·62                         | 24,46,187 | —8,27,089                  | 177                         | 64·89                               |  |
| 1903 . . . . . | 6,33,39,510                         | 45,18,656       | 15,53,337     | 2·45                         | 24,82,162 | —9,28,895                  | 176                         | 65·63                               |  |
| 1904 . . . . . | 6,43,95,889                         | 50,48,367       | 15,61,375     | 2·48                         | 25,44,580 | —9,82,705                  | 196                         | 69·08                               |  |
| 1905 . . . . . | 6,50,38,641                         | 67,36,215       | 26,65,781     | 4·10                         | 25,77,504 | +88,277                    | 262                         | 60·48                               |  |
| 1906 . . . . . | 6,57,16,083                         | 69,68,407       | 24,19,766     | 3·68                         | 26,07,349 | —1,67,583                  | 236                         | 60·13                               |  |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 6</sup><sub>Sub-heads (a) to (i)</sub> . **MADRAS RAILWAY SYSTEM—*contd.*****6 (e) Nilgiri railway (3' 3½" gauge)—**

The old Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000 and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The old Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the old Company and supply the capital required to complete it, and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by Government for £235,000 on the 1st January 1903.

**Details of construction—**

The open mileage of this railway is 16.99 miles. The line connects Mettupalaiyam with Coonoor. It was sanctioned in 1892 and was opened in 1899.

Besides the above there are under construction 11.75 miles, *viz.*, from Coonoor to Ootacamund.

**Permanent-way.**—The permanent-way consists of flat-footed steel rails, 50-lb. to the yard, laid on pyinkado sleepers. Between Kallar and Coonoor there is also a central rack rail with channel bars.

**Ballast.**—The line is ballasted with clean broken granite.

**Fencing.**—The line is fenced throughout.

**Curves.**—The sharpest curve is of 318 feet radius.

**Gradients.**—The ruling gradient is 1 in 12.5.

**Terms of contract—**

The railway is worked by the Madras Railway Company under the following terms (approved in Government of India letter No. 563 R. T., dated the 27th June 1903)—

**Government aid.**—The line is the property of the State.

**Currency of agreement—**

**Power to determine agreement—** } The agreement may be terminated at any time on six months' notice from either party.

**Terms of working.**—The Nilgiri railway to pay actual outlay on engineering maintenance and for fuel, and repairs and renewals of engines and carriage and wagon stock. For all other expenses of working the Madras railway to receive 25 per cent. of gross earnings, *plus* 10 per cent. of the net receipts.

**Rates and fares.**—Certain maxima have been fixed within which the Company is permitted to vary rates.

**Statistics of working—**

| Calendar year. | TABLE I.                            |                 |               |                              |                          |               |   |           |                            | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|--------------------------|---------------|---|-----------|----------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Subsidy from Government. | Total income. | Percentage of total income on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                      | Rs.           |   | Rs.       | Rs.                        | Rs.                         |                                     |
| 1890           | 67,850                              | ...             | ...           | ...                          | ...                      | ...           | ...   | ...       | ...                        | ...                         | ...                                 |
| 1891           | 2,89,134                            | ...             | ...           | ...                          | ...                      | ...           | ...   | ...       | ...                        | ...                         | ...                                 |
| 1892           | 8,89,751                            | ...             | ...           | ...                          | ...                      | ...           | ...   | ...       | ...                        | ...                         | ...                                 |
| 1893           | 15,50,000                           | ...             | ...           | ...                          | ...                      | ...           | ...   | ...       | ...                        | ...                         | ...                                 |
| 1894           | 18,50,000                           | ...             | ...           | ...                          | ...                      | ...           | ...   | ...       | ...                        | ...                         | ...                                 |
| 1895           | 22,60,000                           | ...             | ...           | ...                          | ...                      | ...           | ...   | ...       | ...                        | ...                         | ...                                 |
| 1896           | 18,92,610                           | ...             | ...           | ...                          | ...                      | ...           | ...   | ...       | ...                        | ...                         | ...                                 |
| 1897           | 36,84,977                           | ...             | ...           | ...                          | ...                      | ...           | ...   | ...       | ...                        | ...                         | ...                                 |
| 1898           | 44,54,065                           | ...             | ...           | ...                          | ...                      | ...           | ...   | ...       | ...                        | ...                         | ...                                 |
| 1899           | 47,99,944                           | 84,448          | 20,209        | 0.42                         | 24,392                   | 44,601        | 0.93  | ...       | ...                        | 175                         | 76.06                               |
| 1900           | 48,96,490                           | 1,76,032        | 86,642        | 1.77                         | 23,008                   | 1,09,648      | 2.24  | ...       | ...                        | 200                         | 42.83                               |
| 1901           | 48,74,254                           | 2,41,386        | 1,37,883      | 2.83                         | ...                      | 1,37,883      | 2.83  | ...       | ...                        | 275                         | 42.87                               |
| 1902           | 49,08,431                           | 3,09,068        | 1,12,111      | 2.28                         | ...                      | 1,12,111      | 2.28  | ...       | ...                        | 352                         | 63.73                               |
| 1903           | 35,24,265                           | 2,74,905        | 73,988        | 2.10                         | ...                      | 73,988        | 2.10  | 1,65,497  | —91,509                    | 511                         | 78.09                               |
| 1904           | 35,84,428                           | 2,90,129        | 66,162        | 1.85                         | ...                      | 66,162        | 1.85  | 1,33,384  | —87,222                    | 528                         | 77.20                               |
| 1905           | 43,86,192                           | 3,15,492        | 48,972        | 1.12                         | ...                      | 48,972        | 1.12  | 1,35,878  | —86,906                    | 557                         | 84.48                               |
| 1906           | 50,08,547                           | 3,20,242        | 37,202        | 0.74                         | ...                      | 37,202        | 0.74  | 1,38,327  | —1,01,125                  | 302                         | 88.88                               |

**6 (f) Shoranur-Cochin railway (3' 3½" gauge)—****Details of construction—**

The railway is 64.75 miles long and connects Shoranur with Ernakulam. It was sanctioned in 1899 and opened in 1902.

**Permanent-way.**—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers.

**Ballast.**—The line is ballasted throughout with stone and sand, chiefly the former.

**Fencing.**—The line is fenced in the vicinity of towns, stations and level crossings.

**Curves.**—The sharpest curve is of 818.57 feet radius.

**Gradients.**—The ruling gradient is 1 in 80.

# APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 6</sup> <sub>Sub-heads (a) to (i)</sub> **MADRAS RAILWAY SYSTEM—contd.**

6 (f) Shoranur-Cochin railway (3' 3½" gauge)—*concl'd.*

### Terms of contract—

The Shoranur-Cochin railway is worked under the following agreement:—

*Agreement of*—1st January 1901 (between His Highness the Raja of Cochin and the Madras Railway Company) for construction and working.

The general conditions of the agreement are as follows:—

*Government aid.*—The line is the property of the Cochin State.

*Currency of agreement.*—This agreement is to remain in force until the termination of the agreement, dated the 2nd January 1871, between the Secretary of State and the Madras Railway Company.

*Terms of working.*—The Company charges for working the same proportion of the total revenue expenditure as the gross earnings of the Shoranur-Cochin railway bear to the gross earnings of the Madras railway system including the Shoranur-Cochin railway. After providing, from the net earnings, for the second contribution to the Madras Railway Provident Institution and for interest at the rate of 3 per cent. per annum on the booked capital expenditure of the Shoranur-Cochin railway including land, the balance is divisible between the Cochin Durbar and the Madras Railway Company in the proportion of four-fifths to the Durbar and one-fifth to the Company.

*Rates and fares.*—The same as are generally applicable from time to time to the system of railways worked by the Company.

### Statistics of working—

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1898           | 53,931                              | ...             | ...           | ...                          | ...                         | ...                                 |
| 1899           | 80,927                              | ...             | ...           | ...                          | ...                         | ...                                 |
| 1900           | 28,47,304                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1901           | 50,82,280                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1902           | 63,66,301                           | 1,34,845        | 73,299        | 1.15                         | 69                          | 45.64                               |
| 1903           | 64,41,390                           | 3,52,964        | 1,98,023      | 3.07                         | 105                         | 43.90                               |
| 1904           | 67,83,610                           | 3,92,782        | 1,94,244      | 2.86                         | 117                         | 50.55                               |
| 1905           | 68,30,214                           | 3,86,945        | 1,61,395      | 2.36                         | 115                         | 58.29                               |
| 1906           | 68,59,349                           | 3,91,378        | 1,55,689      | 2.27                         | 116                         | 60.22                               |

6 (g) Morappur-Dharmapuri railway (2' 6" gauge)—

### Details of construction—

The railway is 18.53 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1906.

*Permanent way.*—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pyinkado.

*Ballast.*—The line is ballasted with stone in cuttings and in banks with moorum with stone covering broken to 2" gauge.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 955 feet radius.

*Gradients.*—The ruling gradient is 1 in 67.

### Terms of contract—

The line is worked under the following contract:—

*Contract of*—4th October 1904 (between the Secretary of State and the Madras Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows:—

*Government aid.*—The line is the property of the State.

*Currency of contract.*—The contract is to continue in force till the 31st December 1907.

*Terms of working.*—The working expenses are to include per half-year any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year; a sum not exceeding Rs. 40 for every mile of open line for Government supervision and control; the Company to charge for working and maintenance the same proportion of gross earnings which the working expenses of the whole system including this line bear to the gross earnings of that system, provided that such share shall in no case be less than an average sum of Rs. 35 per mile per week. The balance of the gross earnings to belong to Government.

*Rates and fares.*—Government exercise full control over rates and fares.

### Statistics of working—

| TABLE I.       |                                    |                 |               |                              |           |                            | TABLE II.                   |                                     |
|----------------|------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of the year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.                         |                                     |
| 1906           | 8,96,886                           | 82,702          | —431          | ...                          | 30,280    | —30,711                    | 87                          | 101.32                              |

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 6</sup> <sub>Sub-heads (a) to (i)</sub> **MADRAS RAILWAY SYSTEM—concl'd.**

**6 (A) Tirupattur-Krishnagiri railway (2' 6" gauge)—****Details of construction—**

The railway is 25·38 miles long. It was sanctioned in 1902 as a famine feeder line and was opened in 1905.

**Permanent-way.**—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

**Ballast.**—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2" gauge.

**Fencing.**—The line is unfenced.

**Curves.**—The sharpest curve is of 955 feet radius.

**Gradients.**—The ruling gradient is 1 in 67.

**Terms of contract—**

The line is the property of the State and is worked under the same contract and on the same terms and conditions as apply to the Morappur-Dharmapuri railway [6 (g)].

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              |           |                            | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.                         |                                     |
| 1905 . . . . . | 10,63,690                           | 12,840          | —1,067        | ...                          | 18,802    | —19,869                    | 34                          | 108·81                              |
| 1906 . . . . . | 10,78,762                           | 46,276          | —1,825        |                              | 30,194    | —41,019                    | 35                          | 108·94                              |

**6 (i) Salem-Attur railway (5' 6" gauge)—****Details of construction—**

The railway will be 36·06 miles long. It was sanctioned in 1903 as a famine feeder line ; but the commencement of work has not yet been authorised.

Number <sup>Main head 7</sup> <sub>Sub-head (a)</sub> **NAGDA-MUTTRA RAILWAY (5' 6" gauge)—**

**Details of construction—**

This line which is under construction by the State, will be 380·50 miles long, viz., (1) main line, Nagda to Muttra 340·50 miles, and, (2), Baran branch, Kotah to Baran, 40 miles.

The construction of the main line was sanctioned in 1905 and the Baran branch in 1906.

Number <sup>Main head 8</sup> <sub>Sub-heads (a) to (c)</sub> **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

**Chairman**—Charles Albert Winter, Esq.

**Secretary**—H. Rendel, Esq.

**Offices**—Winchester House, 50, Old Broad Street, London, E. C.

**Lines comprising the system.**—The Nizam's Guaranteed State railway system is made up of—

|  | Open line.<br>Miles. |
|--|----------------------|
| (a) Nizam's Guaranteed State railway (5' 6" gauge) . . . . .   | 330·13               |
| (b) Bezwada Extension railway (5' 6" gauge) . . . . .          | 20·58                |
| (c) Hyderabad-Godavari Valley railway (3' 3½" gauge) . . . . . | 301·13               |
| Total . . . . .  | 741·84               |

**Running powers—**

**Home line over foreign line :—**

Distant signal at Bezwada to Bezwada station, Madras (North-East line), for passenger and goods trains . . . . . 1·01

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company. The section of the East Coast (State) railway, which extends from the frontier of His Highness the Nizam's dominions to the north distant signal of the Bezwada station, was worked by this Company as part of its own system up to December 1897, when it was transferred to the East Coast (State) railway. It was transferred back to the Company for working from the 1st January 1901.

**6 (a) Nizam's Guaranteed State railway proper (5' 6" gauge)—****Details of construction—**

The open mileage of the Nizam's Guaranteed State railway proper is 330·13 miles, which may be divided into main line (Wadi junction to the British frontier), 310·10 miles, and branches, 20·03 miles. Its construction was first sanctioned in 1871 and it was opened through in 1889.

**Permanent-way.**—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails on cast iron pot sleepers and the following 9 miles with 68-lb. double-headed steel rails on cast iron pot sleepers. The remainder of the line is laid with 66½-lb. flat-footed steel rails on steel pea-pod sleepers, with the exception of the mixed (5' 6" and 3' 3½") gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

**Ballast.**—The line is ballasted throughout with stone and sand.

**Fencing.**—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station-yards are fenced.

**Curves.**—The sharpest curve is of 1,300 feet radius.

**Gradients.**—The ruling gradient is 1 in 100.

**Terms of contract—**

The railway is worked under the following :—

**Contract of**—27th December 1883 (between the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction, maintenance and working.

**Letter No. 267 of**—7th March 1903 from the Nizam's Government to the Railway Company as to rates and fares.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 8</sup> <sub>Sub-heads (a) to (c)</sub> **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—contd.**

**8 (a) Nizam's Guaranteed State railway proper (5' 6" gauge)—concl'd.****Terms of contract—concl'd.**

The general conditions are as follows:—

**Terms of contract.**—The Nizam's Guaranteed State Railways Company was formed in 1883 for the purpose of acquiring and working the then existing railway and of constructing on the same gauge and working certain new lines, with a capital not exceeding £4,500,000 to be raised by the issue of shares and redeemable mortgage debentures (or as may be agreed upon), His Highness the Nizam's Government paying thereon for 20 years an annuity to be applied in payment of interest and towards a sinking fund for the redemption or reduction of capital. Land was provided free of charge.

**Note.**—The guarantee of His Highness the Nizam's Government on the share capital of £2,000,000 and £984,640 four per cent. debentures expired.

**Currency of contract.**—The contract is current for a period of 99 years. On expiry by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The Nizam's Government has the option of purchasing the line on the 1st January 1914, 1934 or 1954, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

**Terms of working.**—From gross earnings are deducted working expenses, and during the guaranteed period the net earnings are applied in the first instance to repayment of the annuity paid in the same half-year. Of the residue one moiety is utilised towards the repayment of previous payments of annuity and sums owing to the Nizam's Government, and the balance is paid to the Company. After the expiration of the annuity, a sum sufficient for payment of interest on the capital unredeemed will be retained by the Company, and of the balance one-half will be paid to the Nizam's Government, the remaining half being made over to the Company.

**Rates and fares.**—The rates and fares not to be higher than those adopted in 1883, except with the previous assent of the Nizam's Government.

**Statistics of working—**

| TABLE I.       |  |                    |                  |                                 | TABLE II.<br>(Includes Bezwada Extension.) |   |
|----------------|--|--------------------|------------------|---------------------------------|--|---|
| Calendar year. | Capital<br>outlay to<br>end of each<br>year. | Gross<br>earnings. | Net<br>earnings. | Per cent. on<br>capital outlay. | Earnings per<br>mile per week.             | Proportion<br>of expenses<br>to earnings. |
|                | Rs.  | Rs.                | Rs.              |                                 | Rs.  |   |
| 1879           | 1,16,16,997                                  | 6,94,401           | 89,925           | 0.77                            | 110  | 87.01                                     |
| 1880           | 1,21,90,870                                  | 7,02,716           | 2,48,604         | 2.04                            | 112  | 68.08                                     |
| 1881           | 1,22,85,391                                  | 7,56,834           | 2,88,666         | 2.35                            | 120  | 61.32                                     |
| 1882           | 1,22,27,794                                  | 8,59,418           | 3,75,099         | 3.07                            | 141  | 56.35                                     |
| 1883           | 1,22,83,560                                  | 8,53,521           | 2,37,932         | 1.94                            | 137  | 72.12                                     |
| 1884           | 1,23,08,720                                  | 9,72,917           | 4,70,927         | 3.82                            | 155  | 63.02                                     |
| 1885           | 2,03,60,398                                  | 11,13,350          | 4,87,034         | 2.37                            | 178  | 56.26                                     |
| 1886           | 2,71,49,342                                  | 13,81,077          | 6,94,524         | 2.56                            | 143  | 49.71                                     |
| 1887           | 2,69,71,143                                  | 15,48,691          | 5,52,905         | 2.05                            | 143  | 64.31                                     |
| 1888           | 3,55,11,854                                  | 17,76,075          | 7,57,407         | 2.13                            | 118  | 57.35                                     |
| 1889           | 3,59,46,922                                  | 22,57,462          | 7,72,513         | 2.15                            | 129  | 66.90                                     |
| 1890           | 3,77,11,194                                  | 25,07,268          | 10,39,890        | 2.76                            | 140  | 59.74                                     |
| 1891           | 3,95,18,791                                  | 27,76,437          | 12,57,860        | 3.19                            | 151  | 51.70                                     |
| 1892           | 3,95,18,395                                  | 27,80,612          | 13,24,959        | 3.35                            | 161  | 53.35                                     |
| 1893           | 4,01,96,909                                  | 30,61,905          | 14,56,451        | 3.57                            | 136  | 53.08                                     |
| 1894           | 4,02,33,826                                  | 32,56,885          | 16,22,028        | 4.03                            | 177  | 50.20                                     |
| 1895           | 4,06,43,819                                  | 33,15,541          | 15,77,149        | 3.88                            | 185  | 53.77                                     |
| 1896           | 4,08,24,737                                  | 33,03,522          | 17,28,196        | 4.24                            | 187  | 50.02                                     |
| 1897           | 4,09,60,914                                  | 36,10,354          | 19,38,769        | 4.73                            | 205  | 48.67                                     |
| 1898           | 4,10,54,139                                  | 39,07,612          | 22,74,580        | 5.54                            | 221  | 44.20                                     |
| 1899           | 4,15,08,731                                  | 41,10,201          | 25,01,046        | 6.02                            | 240  | 43.45                                     |
| 1900           | 4,17,49,124                                  | 43,12,056          | 28,41,985        | 6.81                            | 286  | 41.52                                     |
| 1901           | 4,24,80,543                                  | 40,77,927          | 26,48,120        | 6.24                            | 236  | 35.59                                     |
| 1902           | 4,28,89,527                                  | 44,06,494          | 26,82,533        | 6.25                            | 254  | 39.89                                     |
| 1903           | 4,30,13,683                                  | 43,18,630          | 25,38,386        | 5.90                            | 251  | 41.79                                     |
| 1904           | 4,32,66,412                                  | 43,32,440          | 27,90,690        | 6.45                            | 252  | 36.18                                     |
| 1905           | 4,35,88,043                                  | 42,78,161          | 28,49,703        | 6.54                            | 251  | 38.98                                     |
| 1906           | 4,36,45,097                                  | 44,84,105          | 27,98,897        | 6.41                            | 262  | 38.12                                     |

**8 (b) Bezwada Extension railway (5' 6" gauge)—****Details of construction—**

This railway is 20.58 miles long and extends from the Hyderabad frontier to Bezwada. Its construction was sanctioned in 1886 and it was opened in 1889.

**Permanent way.**—The line is laid with 66½-lb. flat-footed steel rails on steel pen-and-pod sleepers, except at miles 317 and 318 which are laid on wooden sleepers.

**Ballast.**—The line is ballasted throughout with stone and sand.

**Fencing.**—The line is fenced at stations only.

**Curves.**—There are no curves with a radius of less than 1,900 feet.

**Gradients.**—The ruling gradient is 1 in 100.

**Terms of contract—**

The line is maintained and worked for the same percentage of its gross earnings as the aggregate working expenses of the amalgamated undertaking of the 5' 6" gauge system bear to the aggregate gross earnings for the same half-year plus 5 per cent. of the gross earnings of the Bezwada extension railway for the use of rolling-stock, and the cost of Government Audit establishment and interest on joint works at Bezwada.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 8</sup> <sub>Sub-heads (a) to (c).</sub> **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.*****8 (b) Bezwada Extension railway (5'6" gauge)—*concl'd.***

Statistics of working—

| TABLE I.       |                                     |                 |               |                              |           |                            | TABLE II.  |                                  |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------|--|----------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week.                                | Proportion expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.  |                                  |
| 1887 . . . . . | 8,11,654                            | ...             | ...           | ...                          | 16,363    | —16,363                    |  |                                  |
| 1888 . . . . . | 11,56,237                           | ...             | ...           | ...                          | 39,357    | —39,357                    |  |                                  |
| 1889 . . . . . | 13,46,302                           | 76,671          | 16,326        | 1 21                         | 53,530    | —37,204                    |  |                                  |
| 1890 . . . . . | 13,90,830                           | 74,731          | 16,318        | 1 17                         | 54,530    | —38,213                    |  |                                  |
| 1891 . . . . . | 14,11,077                           | 87,367          | 23,699        | 2 03                         | 56,266    | —27,567                    | Included with the Nizam's Guaranteed State railway proper. |                                  |
| 1892 . . . . . | 14,17,074                           | 98,779          | 23,347        | 2 00                         | 56,584    | —28,237                    |  |                                  |
| 1893 . . . . . | 14,21,456                           | 1,04,386        | 33,972        | 2 39                         | 56,888    | —22,916                    |  |                                  |
| 1894 . . . . . | 14,26,901                           | 1,71,016        | 71,270        | 5 00                         | 57,132    | +14,148                    |  |                                  |
| 1895 . . . . . | 14,31,642                           | 95,119          | 95,119        | 6 64                         | 57,239    | +37,980                    |  |                                  |
| 1896 . . . . . | 14,35,588                           | 73,057          | 38,496        | 2 68                         | 57,406    | —18,910                    |  |                                  |
| 1897 . . . . . | 14,36,518                           | 1,66,800        | 56,645        | 3 79                         | 58,383    | —1,738                     |  |                                  |
| 1898 . . . . . | 15,01,343                           | 1,69,061        | 95,390        | 6 35                         | 59,560    | +35,821                    |  |                                  |
| 1899 . . . . . | 15,02,651                           | 3,12,172        | 1,84,365      | 12 27                        | 60,101    | +1,24,264                  |  |                                  |
| 1900 . . . . . | 15,02,618                           | 3,56,146        | 2,38,989      | 15 90                        | 60,106    | +1,78,883                  |  |                                  |
| 1901 . . . . . | 11,51,673                           | 2,77,177        | 1,56,939      | 13 63                        | 35,509    | +1,21,430                  |  |                                  |
| 1902 . . . . . | 11,60,425                           | 2,89,663        | 1,40,329      | 12 08                        | 46,375    | +53,654                    |  |                                  |
| 1903 . . . . . | 11,77,047                           | 3,25,383        | 1,67,932      | 14 22                        | 46,617    | +1,20,715                  |  |                                  |
| 1904 . . . . . | 11,73,731                           | 2,94,153        | 1,53,958      | 13 04                        | 46,898    | +1,06,460                  |  |                                  |
| 1905 . . . . . | 11,78,645                           | 3,47,400        | 2,04,239      | 17 33                        | 47,046    | +1,57,193                  |  |                                  |
| 1906 . . . . . | 11,81,000                           | 3,49,206        | 1,91,737      | 16 23                        | 47,182    | +1,44,555                  |  |                                  |

**8 (c) Hyderabad-Godavari Valley railway (3' 3½" gauge)—****Details of construction—**

This railway connects Manmad with Hyderabad and is 391·13 miles long. Its construction was sanctioned in 1897 and it was opened through in 1901.

*Permanent way.*—The permanent way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers from mile 0 to 3½ and 39 to 49½, except within station limits, on steel and wooden sleepers from mile 302 to 384 and on wooden sleepers for the remainder.

*Ballast.*—The line is ballasted throughout with stone, sand and moorum.

*Fencing.*—The line is fenced from mile 377½ to 381 and at all stations.

*Curves.*—The sharpest curve is of 1,433 feet radius.

*Gradients.*—The ruling gradient is 1 in 133·3.

**Terms of contract—**

The railway is worked under the following agreement:—

*Agreement of.*—16th March 1897 (between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company) for construction and working.

The general conditions of the agreement are as follows:—

*Terms of contract.*—Capital to the extent of £2,500,000 to be raised by the issue of redeemable mortgage debentures, the Nizam's Government paying thereon an annuity, and, in addition, a sum of one per cent. per annum for 20 years towards a sinking fund for the redemption of such debentures which will be a first charge on the Hyderabad-Godavari Valley railway and a second charge on the Nizam's Guaranteed State railway; after the expiration of the guaranteed period the interest payable thereon to be a first charge on the net earnings of the former line and a second charge on the surplus net earnings of the latter line after the service of the existing debenture debt has been provided for. The free use of land is provided for.

*Currency of contract.*—On expiry of the contract by effluxion of time the land, buildings and fixed works, etc., and all rolling-stock, stores, etc., at a fair valuation, revert to the Nizam's Government. The contract runs concurrently with that of the Nizam's Guaranteed State Railways Company, and the Nizam's Government has the option of purchasing the line on the 1st January 1914, on twelve months' notice, by paying in sterling the capital unredeemed and a bonus of 25 per cent. thereon, or on the 1st January 1934 or 1954 without bonus. In case of breach of contract by the Company the Nizam's Government may give six months' notice and assume possession of the line, etc., by paying the amount of capital unredeemed, unless the default or breach is remedied within that period.

*Power of Company to surrender contract.*—Nil.

*Terms of working.*—From the gross earnings are deducted working expenses, and the net earnings are applied in the first instance towards repaying the amount paid as interest on capital during construction, and during the guaranteed period to repayment of the annuity paid in same half-year, and not more than half the residue to repayment of previous payments of annuity, the remaining moiety being added to and dealt with as part of the net earnings of the Company in respect of the Nizam's Guaranteed State railway. After expiration of the annuity a sum sufficient for payment of interest on the capital unredeemed to be retained by the Company, and of the balance one-half to be paid to the Nizam's Government the remaining moiety being dealt with as above.

*Rates and fares.*—Rates and fares not to be in excess of those prevailing on the Nizam's Guaranteed State railway.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 8</sup> Sub-heads (a) to (c) **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—concl'd.****8 (c) Hyderabad-Godavari Valley railway (3' 3½" gauge)—concl'd.**

## Statistics of working—

| TABLE I.       |   |   |   |   | TABLE II.                           |                 |               |                              |                             |                                     |
|----------------|---|---|---|---|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. |   |   |   |   | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                |   |   |   |   | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1886           | . | . | . | . | 3,74,350                            | ...             | ...           | ...                          | ...                         | ...                                 |
| 1887           | . | . | . | . | 17,61,352                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1888           | . | . | . | . | 86,55,416                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1889           | . | . | . | . | 2,00,21,079                         | 63,381          | 36,877        | 0.18                         | 48                          | 41.82                               |
| 1900           | . | . | . | . | 2,31,94,817                         | 10,63,023       | 4,20,826      | 1.81                         | 70                          | 60.41                               |
| 1901           | . | . | . | . | 2,44,37,419                         | 20,10,033       | 9,23,300      | 3.77                         | 99                          | 54.07                               |
| 1902           | . | . | . | . | 2,57,75,220                         | 22,88,013       | 9,67,802      | 3.76                         | 112                         | 57.70                               |
| 1903           | . | . | . | . | 2,62,07,341                         | 22,14,752       | 8,86,201      | 3.38                         | 109                         | 59.08                               |
| 1904           | . | . | . | . | 2,64,85,096                         | 22,11,781       | 7,74,804      | 2.93                         | 109                         | 64.97                               |
| 1905           | . | . | . | . | 2,68,15,349                         | 29,64,122       | 13,29,009     | 4.96                         | 146                         | 55.16                               |
| 1906           | . | . | . | . | 2,69,36,746                         | 30,32,503       | 14,21,747     | 5.29                         | 149                         | 53.12                               |

Number <sup>Main head 9</sup> Sub-heads (a) to (l) **NORTH-WESTERN (STATE) RAILWAY SYSTEM—**

Lines comprising the system.—The North Western (State) railway system is made up of—

|  | Open line.               | Under construction or sanctioned for construction. | Total.   |
|--|--------------------------|--|----------|
|  | Miles.                   | Miles.   | Miles.   |
| (a) North Western (State) railway (5' 6" gauge)                | 3,371.71                 | 268.94   | 3,640.65 |
| (b) Amritsar-Patiala railway (5' 6" gauge)                     | 27.49                    | ...  | 27.49    |
| (c) Jammu and Kashmir (Native State section) (5' 6" gauge)     | 15.98                    | ...  | 15.98    |
| (d) Ludhiana-Dhuri-Jakhal railway (5' 6" gauge)                | 78.65                    | ...  | 78.65    |
| (e) Rajpura-Bhatinda railway (5' 6" gauge)                     | 107.05                   | ...  | 107.05   |
| (f) Southern Punjab railway (5' 6" gauge)                      | 425.33                   | ...  | 425.33   |
| (g) Southern Punjab "Ludhiana" Extension railway (5' 6" gauge) | 155.05                   | ...  | 155.05   |
| (h) Khushalgarh-Kohat-Thal railway (2' 6" gauge)               | 91.73                    | ...  | 91.73    |
| (i) Nowshera-Durgai railway (2' 6" gauge)                      | 40.25                    | ...  | 40.25    |
| (j) Daudot Light railway (2' 0" gauge)                         | 6.18                     | ...  | 6.18     |
| (k) Jullundur-Kapurthalla-Sullanpur (British section)          | not yet finally settled, | 6.80   | 6.80     |
| (l) Jullundur-Kapurthalla-Sullanpur (Native State section)     |                          | 22.02  | 22.02    |
| Total  | 4,319.42                 | 297.76   | 4,617.18 |

## Running powers—

|   |        |
|---|--------|
| Home line over foreign line.—   | Miles. |
| East Indian railway, Ghaziabad to Delhi, for passenger and goods trains | 13.00  |

**9 (a) North Western (State) railway proper (5' 6" gauge)—**

## Details of construction—

The open mileage of the North Western (State) railway proper is 3,371.71 miles, of which 199.77 miles are double line. This may be divided into (1) the *Commercial section*, main line (Ghaziabad to Peshawar and Lahore to Karachi), 1,444.70 miles, and branches, 802.69 miles; (2) *Military section, Sind Sagar*, main line (Lala Musa to Sher Shah), 344.59 miles, and branches, 227.14 miles; (3) *Military section, Sind Pishin* (Ruk to Chaman), 336.03 miles; (4) *Military section, Mushkaf-Bolan*, main line (Sibi to Quetta), 86.74 miles, and branches, 35.74 miles; (5) *Military section, Quetta-Nushki* (Specund Junction to Nushki), 83.04 miles; and (6) *Peshawar-Jamrood branch*, 11.04 miles. The first sanction to the main line of this railway was given in 1859. It was opened through to Peshawar in 1883 and from Lahore to Karachi in 1889.

There are 268.94 miles, single line, under construction and 204.15 miles of existing single line are in course of being doubled.

**Permanent-way.**—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed, 68-lb. double-headed, 60-lb. bull-headed, 82-lb. double-headed and 68-lb. bull-headed; of steel rails there are 70-lb. flat-footed, 62-lb. flat-footed, 75-lb. flat-footed, 64-lb. double-headed, 68-lb. double-headed, 75-lb. double-headed, 68-lb. bull-headed, 84-lb. bull-headed, 100-lb. flat-footed, 77½-lb. bull-headed, 73-lb. bull-headed and 85-lb. bull-headed. On the double line, of iron rails there are 68-lb. double-headed; of steel rails there are 68-lb. double-headed, 75-lb. flat-footed, 77½-lb. bull-headed and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

**Ballast.**—The line is ballasted throughout with sand, bricks and broken stone.

**Fencing.**—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

**Curves.**—The sharpest curve is of 408 feet radius.

**Gradients.**—The ruling gradient between Kotri and Rohri, and Sibi and Ruk, is 1 in 500; between Ghaziabad and Lala Musa, and Kotri and Lahore, 1 in 400; between Karachi and Kotri, 1 in 189; and between Lala Musa and Peshawar, 1 in 100. The ruling gradients on the Sind-Sagar, Mari-Attock, Sind-Pishin and Mushkaf-Bolan lines are 1 in 400, 1 in 80, 1 in 40 and 1 in 25, respectively.

## Terms of contracts—

*Nil.* The line is owned and worked by the State.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 9</sup> Sub-heads (a) to (i). NORTH WESTERN (STATE) RAILWAY SYSTEM—contd.

9 (a) North Western (State) railway proper (5' 6" gauge)—contd.

Statistics of working—

| TABLE I.       |                                     |                 |               |                              |             |             |                                  |                            |      | TABLE II.                |                               |                             |                                   |                             |                            |                             |                            |                             |                            |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-------------|-------------|----------------------------------|----------------------------|------|--------------------------|-------------------------------|-----------------------------|-----------------------------------|-----------------------------|----------------------------|-----------------------------|----------------------------|-----------------------------|----------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest.   | Annuity.    | Surplus profits paid to Company. | Gain or loss to the State. |      | North Western (State).   |                               |                             |                                   |                             |                            |                             |                            |                             |                            |
|                |                                     |                 |               |                              |             |             |                                  |                            |      | Calendar year.           | Sind-Punjab and Delhi, 5' 6". | Punjab-Northern, 5' 6".     | Indus Valley and Kachdhar, 5' 6". | Amritsar-Pathankot, 5' 6".  | Commercial section.        | Military section.           | Entire line.               |                             |                            |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.         | Rs.         | Rs.                              | Rs.                        |      | Lambs for mile per week. | Prof. of exp. to earnings.    | Earnings for mile per week. | Prof. of exp. to earnings.        | Earnings for mile per week. | Prof. of exp. to earnings. | Earnings for mile per week. | Prof. of exp. to earnings. | Earnings for mile per week. | Prof. of exp. to earnings. |
| 1879           | 21,67,64,217                        | 1,51,37,021     | 55,30,970     | 2.55                         | 1,00,29,015 | ...         | ...                              | -13,00,115                 | 1881 | 84 54 07.25              | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1880           | 25,06,35,401                        | 1,00,30,066     | 75,50,551     | 3.02                         | 1,11,50,910 | ...         | 21,122                           | -36,2,340                  | 1882 | 112 79 50                | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1881           | 26,38,29,398                        | 90,04,725       | 46,13,547     | 1.75                         | 1,17,64,806 | ...         | ...                              | -71,51,321                 | 1883 | 171 82 04                | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1882           | 27,49,44,570                        | 82,43,072       | 57,06,011     | 2.11                         | 1,05,83,712 | ...         | ...                              | -47,87,701                 | 1884 | 170 87 29                | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1883           | 28,18,15,806                        | 1,03,81,148     | 67,10,241     | 3.09                         | 1,07,49,031 | ...         | ...                              | -20,24,684                 | 1885 | 101 82 18                | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1884           | 29,20,27,775                        | 1,07,68,718     | 88,21,631     | 3.02                         | 1,16,26,701 | ...         | ...                              | -30,05,070                 | 1886 | 110 70 15                | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1885           | 31,00,13,458                        | 1,40,78,053     | 1,37,44,127   | 4.34                         | 1,04,08,697 | ...         | 1,25,853                         | -29,50,525                 | 1887 | 121 89 08                | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1886           | 33,68,68,533                        | 2,63,00,901     | 1,10,92,530   | 3.54                         | 1,14,07,196 | 51,4,793    | ...                              | -47,15,042                 | 1888 | 112 00 04                | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1887           | 30,10,48,700                        | 2,10,08,389     | 57,77,555     | 1.00                         | 1,01,60,775 | 59,30,322   | ...                              | -1,32,0,510                | 1889 | 134 85 77                | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1888           | 37,50,53,529                        | 2,57,79,395     | 83,66,598     | 2.23                         | 1,00,18,938 | 89,45,756   | ...                              | -1,08,98,000               | 1890 | 154 18 67                | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1889           | 38,78,09,431                        | 2,52,06,820     | 1,02,84,741   | 2.06                         | 1,13,76,510 | 83,08,708   | ...                              | -91,00,514                 | 1891 | 101 57 35                | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1890           | 41,54,07,189                        | 2,73,09,033     | 1,02,57,001   | 2.47                         | 1,16,00,585 | 74,54,323   | ...                              | -88,63,307                 | 1892 | 161 64 03                | 63 41                         | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1891           | 41,87,30,071                        | 3,25,78,355     | 1,21,32,621   | 2.90                         | 1,20,67,542 | 50,05,200   | ...                              | -79,40,321                 | 1893 | 180 07 03                | 101 77 27                     | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1892           | 42,71,90,070                        | 3,04,35,055     | 94,50,000     | 2.21                         | 1,24,26,030 | 80,84,070   | ...                              | -1,10,59,116               | 1894 | 241 67 16                | 130 80 81                     | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1893           | 43,71,03,581                        | 3,02,68,732     | 97,07,643     | 2.24                         | 1,27,01,082 | 90,98,545   | ...                              | -1,20,02,584               | 1895 | 234 04 50                | 169 00 38                     | 66 122 07                   | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1894           | 44,78,05,028                        | 3,23,14,007     | 1,28,25,181   | 2.90                         | 1,24,63,276 | 1,03,69,246 | ...                              | -99,87,323                 | 1896 | 317 00 32                | 245 79 52                     | 121 81 16                   | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1895           | 46,28,14,402                        | 3,62,18,382     | 1,64,40,068   | 3.65                         | 1,35,01,193 | 1,03,17,345 | ...                              | -73,71,580                 | 1897 | 352 55 02                | 260 83 25                     | 209 71 15                   | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1896           | 47,81,00,802                        | 2,94,41,740     | 1,18,86,100   | 2.10                         | 1,42,35,127 | 96,43,558   | ...                              | -1,10,02,606               | 1898 | 385 08 76                | 108 50 64                     | 155 79 73                   | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1897           | 48,79,25,296                        | 3,20,04,448     | 1,40,78,597   | 3.07                         | 1,45,40,298 | 90,05,191   | ...                              | -56,56,592                 | 1899 | 256 06 00                | 181 83 71                     | 111 00 17                   | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1898           | 49,37,11,910                        | 3,70,01,912     | 1,85,74,360   | 3.70                         | 1,50,41,450 | 50,35,840   | ...                              | -51,02,948                 | 1900 | 296 57 14                | 144 81 11                     | 203 55 55                   | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1899           | 50,01,04,031                        | 3,62,21,760     | 1,00,80,223   | 3.22                         | 1,50,40,208 | 85,61,496   | ...                              | -75,12,301                 | 1901 | 290 01 26                | 139 72 34                     | 210 00 40                   | 67 65 78                          | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1900           | 50,57,26,113                        | 3,16,23,237     | 1,32,10,151   | 2.01                         | 1,54,25,164 | 85,76,683   | ...                              | -1,07,82,005               | 1902 | 373 57 35                | 165 02 60                     | 300 40 85                   | 84 40 28                          | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1901           | 51,04,27,448                        | 4,11,80,277     | 2,03,56,471   | 3.00                         | 1,55,50,604 | 80,02,222   | ...                              | -37,06,446                 | 1903 | ...                      | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1902           | 52,63,16,084                        | 4,23,10,927     | 1,73,70,004   | 3.31                         | 1,50,00,000 | 85,81,456   | ...                              | -71,80,021                 | 1904 | ...                      | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1903           | 53,31,87,891                        | 4,03,83,870     | 1,50,08,517   | 4.00                         | 1,02,88,103 | 85,77,430   | ...                              | +1,42,981                  | 1905 | ...                      | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1904           | 54,62,80,823                        | 6,16,50,310     | 3,22,02,009   | 5.02                         | 1,07,34,700 | 85,77,430   | ...                              | +60,80,779                 | 1906 | ...                      | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1905           | 57,60,84,021                        | 6,80,74,943     | 3,80,52,383   | 5.04                         | 1,72,13,261 | 85,77,430   | ...                              | +32,61,802                 | ...  | ...                      | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |
| 1906           | 60,67,74,836                        | 6,18,06,041     | 3,83,40,019   | 4.84                         | 1,80,71,178 | 85,77,430   | ...                              | +26,93,311                 | ...  | ...                      | ...                           | ...                         | ...                               | ...                         | ...                        | ...                         | ...                        | ...                         | ...                        |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 9</sup><sub>Sub-heads (a) to (l)</sub> . NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.*

## 9(b) Amritsar-Patti railway (5' 6" gauge)—

## Details of construction—

This line, from Amritsar *via* Tarn Taran to Patti, is 27·49 miles long. It was sanctioned in 1905 and opened in 1906.

*Permanent-way.*—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar sleepers.

*Ballast.*—The line has not been yet ballasted.

*Fencing.*—Station yards only are fenced.

*Curves.*—The sharpest curve is of 2,292 feet radius.

*Gradients.*—The ruling gradient is 1 in 400.

## Terms of contracts—

The railway is worked under the following :—

*Contract of*—22nd March 1905 (between the Secretary of State and the Amritsar-Patti Railway Company) for working.

The general conditions of the contract are as follows :—

*Government aid.*—A rebate is allowed up to 45 per cent. of the gross earnings from traffic (except the earnings derived from the carriage of stores) inter-changed between the North Western railway and the Amritsar-Patti railway so as to make up an amount equal to interest for the year at a rate of 5 per cent. per annum on the actual capital expenditure plus Rs. 6,000 for each year for or towards the office expenses and the expenses of management and direction. Land provided free.

*Currency of contract.*—Government may, by giving 12 months' notice, determine the contract on 31st December 1935 or at the end of any subsequent period of 10 years paying the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years but not exceeding by more than 20 per cent. the total capital expenditure of the Company nor being less than such capital expenditure.

*Terms of working.*—Government undertake to work and maintain the line and provide rolling stock at 45 per cent. of the gross earnings. When the net earnings of the Company in any year shall exceed the minimum amount sufficient to pay a dividend of 5 per cent. per annum such excess shall be applied towards the payment of office expenses and the expenses of management and direction up to a limit of Rs. 9,000 for such year and the balance, if any, shall be divided equally between Government and the Company.

*Rates and fares.*—Rates and fares to be fixed by Government within the maxima and minima rates and fares in force on the North Western railway.

## Statistics of working—

| TABLE I.       |   |                 |               |                              | TABLE II.                   |                                     |
|----------------|---|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital expenditure to end of the year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                     | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1906 . . . .   | 11,90,964                               | 15,368          | 8,452         | 0·71                         | 69                          | 45·00                               |

## 9(c) Jammu and Kashmir (Native State section) (5' 6" gauge)—

## Details of construction—

This line, which extends from the Kashmir frontier to the left bank of the Tawi river near Jammu, is 15·98 miles long. Its construction was sanctioned in 1888 and it was opened in 1890.

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

*Ballast.*—The line is ballasted throughout with broken stone.

*Fencing.*—The line is unfenced except at Sialkot station.

*Curves.*—The sharpest curve is of 2,865 feet radius.

*Gradients.*—The ruling gradient is 1 in 500.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For index see page 112.]

Number <sup>Main head 9</sup><sub>Sub-heads (a) to (i)</sub> NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.*9(c) Jammu and Kashmir (Native State section) (5' 6" gauge)—*concl'd.*

## Terms of contracts—

The railway is worked by the State under the following agreement :—

*Agreement of*—2nd February 1906, having effect from 1st January 1903, (between the Government of India and the Kashmir Durbar) for working.

The general conditions of the agreement are as follows :—

*Government aid.*—Government allow this railway, in addition to 44·5 per cent. of the gross earnings of the Tawi-Suchetgarh section, a rebate payment on interchanged traffic to the extent necessary to give the Durbar a total dividend of 3½ per cent. per annum on the actual expenditure to the end of the half-year concerned as entered in rupees in the capital account of the said railway—subject to a maximum limit equal to the net earnings of the North Western (State) railway from traffic interchanged with this section.

*Duration of agreement.*—The agreement is current for a period of five years from 1st January 1903 and is terminable thereafter on six months' notice by either side.

*Terms of working.*—The North Western (State) railway works and maintains the line for 55·5 per cent. of its gross earnings, which includes both hire of necessary locomotives and rolling stock and the cost, subject to a limit of Rs. 30 per mile per annum, of such new minor works as are usually charged to revenue on the North Western (State) railway. The cost of additional works usually charged to capital is to be found by the Durbar, no charge being made by the North Western (State) railway for supervision of the construction of such capital works except where special establishment is required.

*Rates and fares.*—Rates and fares are those which are from time to time in force on the main line of the North Western (State) railway.

## Statistics of working—

| TABLE I.       |                                     |                 |               |                              |  |               |                             | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|--|---------------|-----------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Rebate from North Western (State) railway. | Total income. | Percentage on total income. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.  | Rs.           |                             | Rs.                         |                                     |
| 1898 . . .     | 29,545                              | ...             | ...           | ...                          | ...  | ...           | ...                         | ...                         | ...                                 |
| 1899 . . .     | 7,51,458                            | ...             | ...           | ...                          | ...  | ...           | ...                         | ...                         | ...                                 |
| 1890 . . .     | 12,37,071                           | 45,667          | 13,770        | 1·11                         | ...  | ...           | ...                         | ...                         | ...                                 |
| 1891 . . .     | 13,80,083                           | 57,312          | 15,304        | 1·15                         | ...  | ...           | ...                         | ...                         | ...                                 |
| 1892 . . .     | 9,45,302                            | 41,718          | 15,444        | 1·63                         | ...  | ...           | ...                         | ...                         | ...                                 |
| 1893 . . .     | 9,56,327                            | 54,637          | 14,332        | 1·50                         | ...  | ...           | ...                         | ...                         | ...                                 |
| 1894 . . .     | 9,59,773                            | 60,403          | 17,553        | 1·83                         | ...  | ...           | ...                         | ...                         | ...                                 |
| 1895 . . .     | 9,60,010                            | 56,239          | 25,026        | 2·60                         | ...  | ...           | ...                         | ...                         | ...                                 |
| 1896 . . .     | 9,60,011                            | 55,185          | 24,558        | 2·55                         | ...  | ...           | ...                         | ...                         | ...                                 |
| 1897 . . .     | 9,65,151                            | 48,509          | 21,587        | 2·24                         | ...  | ...           | ...                         | ...                         | ...                                 |
| 1898 . . .     | 9,62,846                            | 48,164          | 21,433        | 2·23                         | ...  | ...           | ...                         | 58                          | 55·50                               |
| 1899 . . .     | 9,60,820                            | 51,532          | 22,932        | 2·39                         | ...  | ...           | ...                         | 62                          | 55·50                               |
| 1900 . . .     | 9,60,492                            | 55,215          | 24,571        | 2·56                         | ...  | ...           | ...                         | 67                          | 55·50                               |
| 1901 . . .     | 9,60,630                            | 52,484          | 23,355        | 2·43                         | ...  | ...           | ...                         | 63                          | 55·50                               |
| 1902 . . .     | 9,62,471                            | 51,805          | 23,080        | 2·40                         | ...  | ...           | ...                         | 61                          | 55·50                               |
| 1903 . . .     | 9,62,284                            | 54,881          | 24,422        | 2·54                         | 9,258                                      | 33,680        | 3·50                        | 66                          | 55·50                               |
| 1904 . . .     | 9,62,208                            | 56,231          | 25,023        | 2·60                         | 8,655                                      | 39,678        | 3·50                        | 68                          | 55·50                               |
| 1905 . . .     | 9,62,208                            | 66,842          | 29,745        | 3·09                         | 4,540                                      | 34,385        | 3·57                        | 80                          | 55·50                               |
| 1906 . . .     | 9,78,566                            | 77,688          | 34,571        | 3·58                         | 684  | 35,255        | 3·80                        | 93                          | 55·50                               |

## 9(d) Ludhiana-Dhuri-Jakkhal railway (5' 6" gauge)—

## Details of construction—

This railway is 78·65 miles long. Its construction was sanctioned in 1899 and it was opened in 1901.

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

*Ballast.*—The line is ballasted throughout with broken brick.

*Fencing.*—Only station yards and about 100 feet on each side of level crossings are fenced.

*Curves.*—The sharpest curve is of 1,364 feet radius.

*Gradients.*—The ruling gradient is 1 in 400.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[ For Index see page 112.]

Number <sup>Main head 9</sup> <sub>Sub-heads (a) to (i)</sub> NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.*9(d) Ludhiana-Dhuri-Jakkhal railway (5' 6" gauge)—*concltd.***Terms of contract—**

The railway is worked under the contract of 6th September 1899 (between the Secretary of State and the Malerkotla and Jind Durbars) for construction and working.

The general conditions of the contract are as follows :—

*Government aid.*—*Nil.* The line was constructed at the cost of the Malerkotla and Jind Durbars.

*Currency of contract.*—The contract is terminable on the 1st January or 1st July in any year on six months' notice by either party. The contract may also be determined by the Secretary of State for breach of any of its provisions if they are not remedied within six months of being notified. Upon the determination of the contract the North Western (State) railway will give to the Malerkotla and Jind Durbars possession of the railway, works, surveys and stores, and, on this being done, the Malerkotla and Jind Durbars will indemnify the North Western (State) railway from all debts and liabilities incurred for the Ludhiana-Dhuri-Jakkhal railway then subsisting. The working stores provided by the North Western (State) railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

*Terms of working.*—After deduction of 55 per cent. of the gross receipts for working expenses the balance is paid to the Malerkotla and Jind Durbars to be divided between them in the proportion of  $\frac{1}{3}$ th and  $\frac{2}{3}$ ths, respectively.

*Rates and fares.*—Rates and fares as in force on the North Western (State) railway.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     | REMARKS.   |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|--|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |  |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |  |
| 1901 . . . . . | 43,10,407                           | 2,02,297        | 91,034        | 2.11                         | 68                          | 55.00                               | The decrease in Capital outlay in 1903 was due to credits. |
| 1902 . . . . . | 43,24,729                           | 4,06,005        | 1,82,252      | 4.21                         | 99                          | 55.00                               |  |
| 1903 . . . . . | 41,19,964                           | 3,15,026        | 1,11,762      | 3.44                         | 77                          | 55.00                               |  |
| 1904 . . . . . | 41,19,934                           | 3,46,079        | 1,55,727      | 3.78                         | 85                          | 55.00                               |  |
| 1905 . . . . . | 41,22,517                           | 5,15,007        | 2,31,753      | 5.62                         | 126                         | 55.00                               |  |
| 1906 . . . . . | 41,70,693                           | 6,44,053        | 2,89,823      | 6.95                         | 157                         | 55.00                               |  |

9(e) Rajpura-Bhatinda railway (5' 6" gauge)—

**Details of construction—**

This railway is 107.05 miles long. Its construction was first sanctioned in 1883 and it was opened through in 1889.

*Permanent-way.*—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

*Ballast.*—The line is ballasted throughout with broken brick.

*Fencing.*—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

*Curves.*—The sharpest curve is of 1,146 feet radius.

*Gradients.*—The ruling gradient is 1 in 500.

**Terms of contract—**

The railway is owned by the Patiala State and is worked by the North Western (State) railway under the following :—

*Contract of*—30th January 1893 (between the Secretary of State and the Patiala Durbar) for maintenance and working.

Government of India letter No. 817 R. T. of 5th October 1903, sanctioning the reduction in the percentage of gross earnings to be retained by the North Western (State) railway for working, from 55 to 52, with effect from 1st January 1904.

The general conditions of the contract are as follows :—

*Government aid.*—*Nil.* The line was constructed at the cost of the Patiala Durbar.

*Currency of contract.*—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. On breach of any of the provisions of the contract, if not remedied within six months of notice, the Secretary of State may determine the contract. Upon the determination of the contract the North Western (State) railway will give to the Patiala Durbar possession of the railway, works, surveys and stores, and, on this being done, the Patiala Durbar will indemnify the North Western (State) railway from all debts and liabilities incurred for the Rajpura-Bhatinda railway then subsisting. The working stores provided by the North Western (State) railway may, if desired by that railway, be taken over at a valuation to be mutually agreed upon.

*Terms of working.*—55 per cent. of the gross earnings to end of 1903 and 52 per cent. thereafter.

*Rates and fares.*—Rates and fares as in force on the North Western (State) railway.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112]

Number <sup>Main head</sup> Sub-heads (a) to (l). NORTH WESTERN (STATE) RAILWAY SYSTEM—contd.

9(e) Rajpura-Bhatinda railway (5' 6" gauge)—concl'd.

Statistics of working—

| TABLE I.       |                                     |                 |               |                              | TABLE II.                                      |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|--|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week.                    | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.  |                                     |
| 1884 . . . . . | 11,12,350                           | 5,111           | — 496         | ...                          | 17   | 100.72                              |
| 1885 . . . . . | 12,29,141                           | 48,769          | — 4,235       | ...                          | 50   | 108.09                              |
| 1886 . . . . . | 12,29,141                           | 61,623          | 13,816        | 1.12                         | 78   | 78.63                               |
| 1887 . . . . . | 12,43,250                           | } Not available | 15,425        | 1.24                         | } Included with North Western (State) railway. | 55.00                               |
| 1888 . . . . . | 22,61,090                           |                 | 18,640        | 0.82                         |  |                                     |
| 1889 . . . . . | 62,83,918                           |                 | 18,103        | 0.93                         |  |                                     |
| 1890 . . . . . | 65,06,331                           |                 | 5,66,916      | 3.99                         |  |                                     |
| 1891 . . . . . | 65,81,553                           |                 | 3,23,637      | 4.93                         |  |                                     |
| 1892 . . . . . | 66,11,382                           | 7,19,850        | 2,53,824      | 3.82                         | 128  | 55.00                               |
| 1893 . . . . . | 67,26,341                           | 5,64,063        | 3,07,556      | 4.58                         | 110  | 55.00                               |
| 1894 . . . . . | 67,01,000                           | 6,31,447        | 5,66,565      | 8.45                         | 122  | 55.00                               |
| 1895 . . . . . | 67,02,457                           | 12,79,312       | 5,93,506      | 8.86                         | 224  | 55.00                               |
| 1896 . . . . . | 66,95,813                           | 13,18,002       | 4,19,632      | 6.71                         | 235  | 55.00                               |
| 1897 . . . . . | 66,96,131                           | 9,97,826        | 3,13,617      | 4.63                         | 173  | 55.00                               |
| 1898 . . . . . | 67,04,320                           | 6,96,927        | 3,16,187      | 4.72                         | 121  | 55.00                               |
| 1899 . . . . . | 67,05,785                           | 7,02,077        | 3,05,784      | 4.56                         | 125  | 55.00                               |
| 1900 . . . . . | 67,06,785                           | 6,79,320        | 3,12,211      | 4.66                         | 123  | 55.00                               |
| 1901 . . . . . | 67,10,823                           | 6,93,564        | 3,57,280      | 5.77                         | 155  | 55.00                               |
| 1902 . . . . . | 67,12,917                           | 8,60,612        | 3,74,126      | 5.64                         | 151  | 55.00                               |
| 1903 . . . . . | 67,18,890                           | 8,10,917        | 4,33,801      | 6.46                         | 173  | 55.00                               |
| 1904 . . . . . | 67,33,143                           | 9,64,002        | 5,12,604      | 7.61                         | 192  | 55.00                               |
| 1905 . . . . . | 67,18,891                           | 10,67,025       | 6,01,628      | 8.95                         | 225  | 55.00                               |
| 1906 . . . . . | 68,02,550                           | 12,43,390       | 5,69,825      | 8.37                         | 213  | 55.00                               |

9(f) Southern Punjab railway (5' 6" gauge)—

Chairman.—Sir Bradford Leslie, M.I.C.E., K.C.I.E.

Secretary.—Urban Broughton, Esq.

Office.—70, Cornhill, London, E. C.

The railway runs from Delhi, *via* Bhatinda, to Samasata on the North Western (State) railway, shortening the distance by railway between Delhi and Karachi by 187 miles as compared with the route *via* Umballa and Lahore.

Details of construction—

The mileage amounts to 425.33 miles, which may be divided into main line (Delhi to Samasata), 401.95 miles, and branch, 23.38 miles. The main line was opened through in 1897.

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine and deodar.

*Ballast.*—The line is ballasted throughout with broken brick.

*Fencing.*—Only the station yards are fenced.

*Curves.*—The sharpest curve is of 2,100 feet radius.

*Gradients.*—The ruling gradient is 1 in 400.

Terms of contracts—

The railway is worked under the following contracts:—

*Contract of*—13th August 1895 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working.

4th May 1899 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Narwana-Kaithal branch.

4th October 1905 (between the Secretary of State and the Southern Punjab Railway Company) for construction and working of the Southern Punjab "Ludhiana" extension, 9 (g).

The general conditions of the contracts are as follows:—

*Government aid.*—Government allow the Company in respect of each half-year, by way of rebate on the net earnings of the North Western (State) railway from traffic interchanged with the Southern Punjab railway and from through traffic between stations of the North Western (State) railway sent over the Southern Punjab railway, such a sum (not exceeding the amount of such net earnings of the North Western (State) railway) as together with the Company's net earnings make up an amount equal to interest for the year at the rate of 3½ per cent. on the actual rupee expenditure charged in the capital account. Land was provided free of cost to the Company.

*Currency of contract.*—Government may, by giving twelve months' notice, determine the contract on the 31st December 1923, or at the expiration of any subsequent period of ten years, paying to the Company in sterling a sum equal to 25 times the average of the Company's share of the net earnings of the railway during the last preceding five years, not exceeding by more than 20 per cent. the total capital expenditure of the Company in sterling nor being less than such capital expenditure. Government may also determine the contract on the 31st December 1943, paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

*Power of Company to surrender contract.*—Nil.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 9</sup><sub>Sub-head (a) to (f)</sub> **NORTH WESTERN (STATE) RAILWAY SYSTEM—*contd.*****9(f) Southern Punjab railway (5' 6" gauge)—*concl'd.*****Terms of contracts—*concl'd.***

*Terms of working.*—Government undertake to work and maintain the line and provide rolling-stock at 52 per cent. of the gross earnings. Surplus profits in excess of 3½ per cent. per annum on the total capital expenditure in sterling are divisible equally at the close of each year between the Government and the Company. The North Western (State) railway take all receipts from traffic between its own stations including Delhi and Samasata, but excluding the Patiala State railway, which passes over the Southern Punjab railway. The Company, in addition to its earnings from local and interchanged traffic, receives, where it forms part of the shortest route, its mileage proportion of traffic between the North Western (State) railway and foreign lines.

*Rates and fares.*—Rates and fares are fixed by Government within the maxima and minima rates and fares in force on the North Western (State) railway.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                               |                            |               | TABLE II.                                     |                             | REMARKS. |   |
|----------------|-------------------------------------|-----------------|---------------|-------------------------------|----------------------------|---------------|---|-----------------------------|----------|---|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Rebate from N. W. (S.) ry. | Total income. | Percentage of total income on capital outlay. | Earnings per mile per week. |          | Proportion of expenses to earnings.   |
|                | Rs.                                 | Rs.             | Rs.           |                               | Rs.                        | Rs.           |   | Rs.                         |          |   |
| 1895 . . .     | 21,19,141                           | ...             | ...           | ...                           | ...                        | ...           | ...   | ...                         | ...      | Adjustments under the Cripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years. |
| 1896 . . .     | 1,30,67,048                         | ...             | ...           | ...                           | ...                        | ...           | ...   | ...                         | ...      |   |
| 1897 . . .     | 1,39,68,412                         | 1,61,038        | 77,298        | 633                           | 19,942                     | 97,240        | 0.19  | 52                          | 52.00    |   |
| 1898 . . .     | 2,23,69,921                         | 16,29,122       | 7,61,976      | 3.39                          | ...                        | 7,84,9.8      | 3.19  | 74                          | 52.00    |   |
| 1899 . . .     | 2,26,68,262                         | 16,11,010       | 7,73,258      | 3.41                          | 17,314                     | 7,90,465      | 3.49  | 73                          | 52.00    |   |
| 1900 . . .     | 2,26,57,963                         | 16,36,289       | 7,89,360      | 3.48                          | 3,362                      | 7,94,922      | 3.59  | 74                          | 52.00    |   |
| 1901 . . .     | 2,25,70,734                         | 24,66,333       | 11,98,240     | 5.31                          | ...                        | 11,98,240     | 5.31  | 113                         | 52.00    |   |
| 1902 . . .     | 2,27,93,660                         | 19,41,541       | 9,31,910      | 4.09                          | ...                        | 9,31,940      | 4.09  | 88                          | 52.00    |   |
| 1903 . . .     | 2,28,27,908                         | 21,59,158       | 10,36,296     | 4.54                          | ...                        | 10,36,296     | 4.54  | 98                          | 52.00    |   |
| 1904 . . .     | 2,29,44,451                         | 27,47,442       | 13,18,772     | 5.74                          | ...                        | 13,18,772     | 5.74  | 124                         | 52.00    |   |
| 1905 . . .     | 2,30,13,696                         | 36,10,372       | 17,47,379     | 7.59                          | ...                        | 17,47,379     | 7.59  | 165                         | 52.00    |   |
| 1906 . . .     | 2,31,30,148                         | 41,67,060       | 20,00,188     | 8.65                          | ...                        | 20,00,188     | 8.65  | 188                         | 52.00    |   |

**9(g) Southern Punjab "Ludhiana" extension (5' 6" gauge)—****Details of construction—**

The open mileage, from Ludhiana, *via* Ferozepore, to McLeod Ganj is 155.05 miles. This extension was sanctioned in 1903 and opened through in 1906.

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers.

*Ballast.*—The line is being ballasted chiefly with brick.

*Fencing.*—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

*Curves.*—The sharpest curve is of 1,910 feet radius.

*Gradients.*—The ruling gradient is 1 in 400.

**Terms of contract—**

This railway is worked as a part of the Southern Punjab railway under the contracts and conditions relating to that railway [9 (f)], except as follows:—

*Government aid.*—Government allow the Company, by way of rebate on the net earnings of the North Western (State) railway from traffic interchanged or sent over any part of the Company's lines including the Ludhiana extension, such a sum (not exceeding the amount of such net earnings of the North Western (State) railway) as together with the net earnings of the Company in respect of the Ludhiana extension will make up interest at the rate of 5 per cent. per annum on the capital expenditure of the Company in respect of the extension as charged in the capital account.

*Currency of contract.*—Concurrent with the contract contained in the Principal Indenture. If determined by notice of purchase on 31st December 1923, or at the expiration of any subsequent period of ten years, there shall be paid to the Company a sum equal to twenty-five years' purchase of the average of the Company's share of the net earnings of the extension during the five years immediately preceding such 31st December, subject to a maximum limit of 20 per cent. of the total capital expenditure on the extension and a minimum of the total sterling capital expenditure of the extension; if determined by notice of purchase on 31st December 1948 then the total amount of such capital expenditure as aforesaid in sterling.

*Terms of working.*—Surplus profits in excess of 5 per cent. per annum on the total capital expenditure are divisible at the close of each year between the Company and the Secretary of State in the proportion of one-fourth to the former and three-fourths to the latter.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              |  |               |  | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|--|---------------|--|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Rebate from North Western (State) railway. | Total income. | Per cent. of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.  | Rs.           |  | Rs.                         |                                     |
| 1905 . . .     | 70,09,689                           | 73,332          | 35,200        | 0.50                         | 10,500                                     | 45,700        | 0.65   | 68                          | 52.00                               |
| 1906 . . .     | 79,33,781                           | 6,29,557        | 3,02,187      | 3.81                         | 33,818                                     | 3,35,505      | 4.13   | 83                          | 52.00                               |

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 9</sup>  
<sup>Sub-heads (a) to (i)</sup> NORTH WESTERN (STATE) RAILWAY SYSTEM—contd.

## 9(h) Khushalgarh-Kohat-Thal railway (2' 6" gauge)—

## Details of construction—

The line is 91·73 miles long. Its construction was sanctioned in 1900 and it was opened through in 1903.

*Permanent-way.*—The permanent-way between Khushalgarh and Kohat consists of flat-footed steel rails, 35 lbs. to the yard, laid on wooden sleepers; the Kohat-Thal section is laid partly with 25-lb. and partly with 21-lb. rails, partly on wooden and partly on steel sleepers.

*Ballast.*—The line is ballasted throughout with broken stone.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 239 feet radius.

*Gradients.*—The ruling gradient between Khushalgarh and Kohat is 1 in 83·3 and between Kohat and Thal 1 in 100.

*Terms of contract.*—The line is owned and worked by the State.

## Statistics of working—

| TABLE I.  | TABLE II.      |                             |                                     |
|---|----------------|-----------------------------|-------------------------------------|
|   | Calendar year. | Earnings per mile per week. | Proportion of expenses to earnings. |
|   |                | Rs.                         |                                     |
| Included with the North Western (State) railway . . . . . | 1902           | 31                          | 67·89                               |
|   | 1903           | 34                          | 174·56                              |
|   | 1904           | 84                          | 222·38                              |
|   | 1905           | 38                          | 166·86                              |
|   | 1906           | 50                          | 143·68                              |

## 9(i) Nowshera-Durgai railway (2' 6" gauge)—

## Details of construction—

This railway is 40·25 miles in length. Its construction was sanctioned in 1899 and it was opened through in 1901.

*Permanent-way.*—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.

*Ballast.*—The line is ballasted throughout with broken stone.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve has a radius of 477 feet.

*Gradients.*—The ruling gradient is 1 in 100.

*Terms of contract.*—The railway is owned and worked by the State.

## Statistics of working—

| TABLE I.  | TABLE II.      |                             |                                     |
|---|----------------|-----------------------------|-------------------------------------|
|   | Calendar year. | Earnings per mile per week. | Proportion of expenses to earnings. |
|   |                | Rs.                         |                                     |
| Included with the North Western (State) railway . . . . . | 1902           | 51                          | 152·27                              |
|   | 1903           | 53                          | 101·67                              |
|   | 1904           | 69                          | 97·29                               |
|   | 1905           | 68                          | 109·17                              |
|   | 1906           | 72                          | 92·46                               |

## 9(j) Dandot Light railway (2' 0" gauge)—

The Dandot Light railway has been constructed by the North Western (State) railway to develop the Dandot colliery, which is worked primarily for the benefit of the railway. The section from Dandot to the mouth of the main mine consists chiefly of two inclines worked with steel wire ropes by combined gravity and steam power. On the second portion (1·29 miles) there is another incline worked by gravity alone.

## Details of construction—

The line is 0·18 miles long. The section from Dandot station to the mouth of the main mine was opened in 1889.

*Permanent-way.*—The permanent-way consists of old metre gauge 36-lb. and 40-lb. rails laid on deodar sleepers.

*Ballast.*—The line is ballasted throughout with broken stone.

*Fencing.*—The line is unfenced.

*Curves.*—One semi-circular curve of a radius of 75 feet is used to enable the line to turn on itself.

*Terms of contract.*—The line is owned and worked by the State.

*Statistics of working.*—Included with the North Western (State) railway.

[For Index see page 112.]

**9(7) Jullundur-Kapurthalla-Sultanpur (British section)—.**

**9(7) Jullundur-Kapurthalla-Sultanpur (Native State section)—**

Number Main head 10  
Sub heads (a) to (c) OUDH AND ROHILKHAND (STATE) RAILWAY SYSTEM—

|   |                   | Open line. | Under construction<br>or sanctioned<br>for construction. | Total.   |
|---|-------------------|------------|--|----------|
|   |                   | Miles.     | Miles.   | Miles.   |
| (a) Oudh and Rohilkhand (State) railway (5' 6" gauge) | . . . . .         | 1,210.75   | 99.15  | 1,309.90 |
|   | (3' 3 1/2" gauge) | 1.81       | ...  | 1.81     |
| (b) Haridwar-Delhra railway (5' 6" gauge)             | . . . . .         | 32.04      | ...  | 32.04    |
| (c) Cawnpore-Burhwal link (3' 3 1/2" gauge)           | . . . . .         | 79.60      | ...  | 79.60    |
|   | Total             | 1,324.20   | 99.15  | 1,423.35 |

**Home line over Foreign line :—**

|  |  |       |
|--|--|-------|
| Ghazipur to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only |  | 13-00 |
|--|--|-------|

**Foreign lines over Home line.—**

|  |                      |   |          |
|--|----------------------|---|----------|
| Great Indian Peninsula railway at Chawnpore      |                      | { granted for passenger and goods trains, but excesses for the former only. | { Rs 86  |
| " " " " " " " " " "                              | Chawnpore to Lucknow |   | { Rs 153 |
| East Indian railway, Meghal Sarai to Benares &c. |                      | { monument for certain passenger trains only                                | { 10 00  |

|                                   |  |                                   |   |       |
|-----------------------------------|--|-----------------------------------|---|-------|
| Bengal and North-Western railway, | Cawnpore to Aundhuz, 45·63 miles, and Dahanaj to Bighwanj                            | } for passenger and goods trains, | { | 79·60 |
| " " "                             | 34·67 miles (Cawnpore-Bighwanj link 3' 3½ gauge)                                     |                                   |   |       |
| " " "                             | Benares Cantonment to Ponda City (Outh and Rohilkhand<br>State railway, 3' 3½ gauge) |                                   |   | 1·81  |
|                                   |  |                                   |   | 81·41 |

**10(a) Oudh and Rohilkhand (State) railway proper (5' 6" gauge)—**

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Crew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand (State) railway. This tramway is 3.25 miles long and is worked by manual power. It is used for goods traffic only.

### Details of construction.

The total open mileage of the railway is 1,212.56 miles. This may be divided into (1) Main line (Moghal Sarai to Saharanpur), 518.19 miles; (2) Benares-Bucknow loop, 199.03 miles; (3) Bareilly-Moradabad loop, 70.50 miles; and branches, 422.73 miles; and 1.81 miles of 3' 3½" gauge at Benares.

First sanction to construction was given in 1864. The main line *with* Rai Bareilly was opened through in 1898. The Benares-Lucknow loop was opened through in 1874 and the Bareilly-Moradabad loop in 1873.

There were 10.67 miles under construction, and 88.18 miles sanctioned but not commenced.

*Permanent-way*—The main line and Benares-Lucknow loop are laid throughout with 75-lb. flat-footed steel rails. So are most of the branches, although some 60-lb. flat-footed steel rails are still to be found in a few of the branches, e.g., the Aligarh branch and in a portion of the Barilly-Moradabad loop. There are also a few miles of 60-lb. flat-footed iron rails in the Bahraughat and Madhoganj branches.

The sleepers are of the following types :—stamped steel bowls, cast-iron pots, steel trough transverse and wood (sal, deolar, jarrah and New South Wales hard wood). There are a few wrought iron saddle back sleepers in the Kotdwara branch and Bareilly-Moradabad loop.

*Ballast.*—The main line is ballasted throughout with kunkur, stone, or shingle.

The branches are ballasted either with sand or earth with a covering of broken brick, kunkur or stone, except the Allahabad, Delhi, Cawnpore and Hardwar branches which are ballasted with kunkur, stone or shingle.

*Fencing.*—The line is fenced throughout with the exception of the Madhoganj, Meerut and Kotdwara branches.

**Curves.**—The sharpest curve on the line is of 1,000 feet radius.

*Gradients.*—The ruling gradient of the whole of the railway is 1 in 100.

**Terms of contract—**

*Nel.* The railway is owned and worked by the State.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 10  
Sub-heads (a) to (c) OUDH AND ROHILKHAND (STATE) RAILWAY SYSTEM—contd.

10 (a) Oudh and Rohilkhand (State) railway proper (5' 6" gauge)—contd.

## Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              |           |                                  |                        | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------------|------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Surplus profits paid to Company. | Gain or loss to State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                              | Rs.                    | Rs.                         |                                     |
| 1867           | ...                                 | ...             | ...           | ...                          | ...       | ...                              | ...                    | 74                          | 106.97                              |
| 1868           | ...                                 | ...             | ...           | ...                          | ...       | ...                              | ...                    | 120                         | 64.54                               |
| 1869           | ...                                 | ...             | ...           | ...                          | ...       | ...                              | ...                    | 97                          | 81.74                               |
| 1870           | ...                                 | ...             | ...           | ...                          | ...       | ...                              | ...                    | 112                         | 227.93                              |
| 1871           | ...                                 | ...             | ...           | ...                          | ...       | ...                              | ...                    | 117                         | 69.31                               |
| 1872           | ...                                 | ...             | ...           | ...                          | ...       | ...                              | ...                    | 56                          | 68.53                               |
| 1873           | ...                                 | ...             | ...           | ...                          | ...       | ...                              | ...                    | 56                          | 72.91                               |
| 1874           | ...                                 | ...             | ...           | ...                          | ...       | ...                              | ...                    | 72                          | 64.41                               |
| 1875           | ...                                 | ...             | ...           | ...                          | ...       | ...                              | ...                    | 87                          | 59.71                               |
| 1876           | ...                                 | ...             | ...           | ...                          | ...       | ...                              | ...                    | 120                         | 63.93                               |
| 1877           | ...                                 | ...             | ...           | ...                          | ...       | ...                              | ...                    | 153                         | 52.98                               |
| 1878           | ...                                 | ...             | ...           | ...                          | ...       | ...                              | ...                    | 163                         | 54.28                               |
| 1879           | 5,86,35,704                         | 43,14,413       | 18,19,936     | 3.14                         | 28,00,000 | ...                              | -9,80,064              | 153                         | 58.11                               |
| 1880           | 6,02,21,081                         | 44,71,759       | 19,01,409     | 3.16                         | 28,19,416 | ...                              | -9,15,337              | 157                         | 57.28                               |
| 1881           | 6,25,50,035                         | 49,78,750       | 19,77,690     | 3.16                         | 29,11,137 | ...                              | -9,38,428              | 173                         | 59.91                               |
| 1882           | 6,52,53,819                         | 52,29,514       | 19,01,371     | 2.78                         | 30,67,622 | ...                              | -12,66,251             | 185                         | 65.77                               |
| 1883           | 7,07,69,416                         | 61,56,555       | 24,80,562     | 3.50                         | 31,25,495 | ...                              | -6,55,133              | 192                         | 74.54                               |
| 1884           | 7,91,15,383                         | 62,75,198       | 23,36,116     | 2.94                         | 41,14,87  | ...                              | -17,88,441             | 182                         | 55.99                               |
| 1885           | 8,71,31,426                         | 70,57,659       | 27,05,361     | 2.10                         | 46,53,353 | ...                              | -28,57,972             | 176                         | 65.50                               |
| 1886           | 8,95,12,775                         | 65,05,103       | 28,00,755     | 3.23                         | 51,89,014 | ...                              | -23,37,259             | 180                         | 56.02                               |
| 1887           | 9,17,06,908                         | 66,16,213       | 31,25,219     | 3.42                         | 53,08,339 | ...                              | -22,63,620             | 186                         | 52.83                               |
| 1888           | 9,18,41,619                         | 70,77,693       | 30,16,065     | 3.28                         | 51,67,194 | ...                              | -21,51,189             | 197                         | 67.38                               |
| 1889           | 9,22,32,226                         | 75,39,853       | 32,94,076     | 4.56                         | 49,71,898 | ...                              | -7,67,622              | 209                         | 44.24                               |
| 1890           | 9,27,89,480                         | 73,81,296       | 37,51,477     | 4.05                         | 44,23,169 | ...                              | -6,68,681              | 205                         | 49.14                               |
| 1891           | 9,28,38,318                         | 85,64,200       | 40,42,458     | 5.02                         | 47,25,666 | ...                              | +2,16,792              | 238                         | 62.29                               |
| 1892           | 10,34,95,085                        | 85,42,836       | 50,16,339     | 4.84                         | 52,79,411 | ...                              | -2,03,062              | 237                         | 41.28                               |
| 1893           | 10,09,17,292                        | 87,15,926       | 50,16,053     | 4.97                         | 55,01,068 | ...                              | -4,84,065              | 239                         | 42.44                               |
| 1894           | 10,28,71,184                        | 1,05,18,826     | 57,26,138     | 5.58                         | 65,11,123 | ...                              | -5,71,985              | 262                         | 45.47                               |
| 1895           | 10,65,55,118                        | 1,02,35,880     | 55,55,918     | 4.93                         | 69,09,919 | ...                              | -11,14,001             | 248                         | 48.95                               |
| 1896           | 10,92,69,185                        | 86,97,076       | 43,56,607     | 3.98                         | 61,30,799 | ...                              | -17,79,822             | 209                         | 49.97                               |
| 1897           | 11,11,19,719                        | 85,15,756       | 45,06,734     | 3.23                         | 59,77,186 | ...                              | -22,80,708             | 186                         | 56.89                               |
| 1898           | 11,61,99,214                        | 98,31,709       | 53,06,727     | 4.56                         | 58,76,217 | ...                              | -5,69,520              | 190                         | 46.12                               |
| 1899           | 12,21,81,123                        | 1,11,38,860     | 60,76,355     | 4.97                         | 59,75,292 | ...                              | +1,01,363              | 208                         | 48.45                               |
| 1900           | 12,55,91,619                        | 1,15,55,132     | 62,24,185     | 4.15                         | 62,24,185 | ...                              | -6,36,458              | 208                         | 51.44                               |
| 1901           | 12,87,66,885                        | 1,22,51,991     | 72,20,007     | 5.60                         | 63,12,044 | ...                              | +9,07,963              | 231                         | 45.53                               |
| 1902           | 13,45,17,057                        | 1,31,55,792     | 64,11,556     | 4.70                         | 64,74,905 | ...                              | -61,569                | 230                         | 51.80                               |
| 1903           | 14,32,69,379                        | 1,39,19,922     | 72,35,932     | 4.8                          | 68,00,305 | ...                              | +5,31,557              | 246                         | 48.16                               |
| 1904           | 14,97,63,924                        | 1,52,126,296    | 81,33,117     | 4.76                         | 70,55,640 | ...                              | +7,77,477              | 235                         | 53.87                               |
| 1905           | 15,37,92,969                        | 1,59,85,013     | 69,43,667     | 4.12                         | 71,68,431 | ...                              | -8,24,704              | 238                         | 58.77                               |
| 1906           | 15,71,99,731                        | 1,64,67,329     | 78,15,731     | 4.97                         | 75,66,010 | ...                              | +2,19,721              | 249                         | 52.54                               |

## 10 (b) Hardwar-Dehra railway (5' 6" gauge)—

## Details of construction—

This railway is 32.04 miles long. Its construction was sanctioned in 1896 and it was opened in 1900.

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar and sal sleepers.*Ballast.*—The line is ballasted throughout with shingle, with a covering of broken stone for boxing.*Fencing.*—The line is fenced throughout.*Curves.*—There are no curves with a radius of less than 1,000 feet.*Gradients.*—The ruling gradient is 1 in 75.

## Terms of contract—

The Hardwar-Dehra railway is worked under the following contract:—

*Contract of*—26th March 1897 (between the Secretary of State and the Hardwar-Dehra Railway Company) for construction and working.

The general conditions of the contract are as follows:—

*Government aid.*—Interest at 3 per cent. per annum is guaranteed. Government also allow Rs. 3,600 for office and management expenses in any year in which the minimum dividend of 3 per cent. is not received by the Company from the earnings of the line, and pay all legal expenses properly debitable to revenue. Land is also provided free of charge.*Terms of contract.*—The Hardwar-Dehra Railway Company is authorised to raise 30 lakhs of rupees as capital and, except for *bona fide* temporary purposes at a reasonable rate of interest, the Company cannot, without the sanction of Government or the working agency, increase its share or stock capital.*Currency of contract.*—Government may determine the contract, on twelve months' notice either on the 31st December 1910 or at the expiration of any subsequent period of ten years, by paying a sum equal to 25 times the average yearly net earnings during the three years prior to determination, provided the payment does not exceed by more than 20 per cent., or is not less than, the total capital expenditure.*Power of Company to surrender contract.*—Nil.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 10</sup> <sub>Sub-heads (a) to (c)</sub> **ODDH AND ROHILKHAND (STATE) RAILWAY SYSTEM—concl'd.**

**10 (b) Hardwar-Dehra railway (5' 6" gauge)—concl'd.**

**Terms of contract—concl'd.**

**Terms of working.**—After deduction of 50 per cent. of the gross earnings for working expenses (which may include any single item of capital expenditure, not exceeding Rs. 1,000, classed as a 'Minor Work', subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year) and repayment to Government of the interest paid by Government under the contract and attributable to each half-year, the residue, if any, at the end of the year to be divided in equal proportions between the Government and the Company.

**Rates and fares.**—Rates and fares to be arranged between Government and the working agency within one-and-half times the maximum and minimum rates and fares in force on the Oudh and Rohilkhand (State) railway.

**Statistics of working—**

| TABLE I.      |                                     |                 |               |                              |           |                                  | TABLE II.                  |                             | REMARKS.                            |
|---------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------------|----------------------------|-----------------------------|-------------------------------------|
| Calendar year | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Company's share of net earnings. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|               | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                              | Rs.                        | Rs.                         |                                     |
| 1897 . . .    | 1,96,617                            | ...             | ...           | ...                          | ...       | ...                              | ...                        | ...                         | ...                                 |
| 1898 . . .    | 10,70,345                           | ...             | ...           | ...                          | ...       | ...                              | ...                        | ...                         | ...                                 |
| 1899 . . .    | 23,42,687                           | ...             | ...           | ...                          | ...       | ...                              | ...                        | ...                         | ...                                 |
| 1900 . . .    | 25,67,093                           | 1,60,485        | 80,243        | 1.13                         | ...       | ...                              | ...                        | 115                         | 50.00                               |
| 1901 . . .    | 24,12,301                           | 2,13,456        | 1,06,738      | 3.56                         | 81,220    | ...                              | +22,508                    | 128                         | 50.00                               |
| 1902 . . .    | 28,76,186                           | 2,52,485        | 1,26,332      | 4.15                         | 85,618    | 11,532                           | +22,941                    | 152                         | 50.00                               |
| 1903 . . .    | 28,11,512                           | 2,62,719        | 1,31,359      | 4.62                         | 85,250    | 22,787                           | +23,562                    | 158                         | 50.00                               |
| 1904 . . .    | 29,12,992                           | 2,63,612        | 1,31,806      | 4.52                         | 86,777    | 23,050                           | +21,979                    | 153                         | 50.00                               |
| 1905 . . .    | 29,20,670                           | 3,15,476        | 1,56,738      | 5.37                         | 87,000    | 22,315                           | +46,631                    | 188                         | 50.00                               |
| 1906 . . .    | 29,21,284                           | 3,31,110        | 1,67,055      | 5.71                         | 87,683    | 39,613                           | +39,684                    | 201                         | 50.00                               |

**10 (c) Cawnpore-Burhwal (3' 3½" gauge) link—**

The construction of the Cawnpore-Burhwal (3' 3½" gauge) link was sanctioned as a part of the project for linking up the 3' 3½" gauge systems of Northern India.

**Details of construction—**

The link is 79.60 miles long. Its construction was sanctioned in 1894 and it was opened through in 1897.

**Permanent-way.**—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on decdar sleepers.

**Ballast.**—The line is ballasted throughout with Lunkur, stone, or shingle.

**Fencing.**—The line is fenced throughout.

**Curves.**—The sharpest curve has a radius of 573 feet.

**Gradients.**—The ruling gradient is 1 in 400.

**Terms of contract—**

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand (State) railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand (State) railway 80 per cent., which has, with effect from the 1st July 1905, been reduced to 75 per cent., of the gross receipts arising therefrom.

**Statistics of working—**

Included with the Oudh and Rohilkhand (State) railway [10 (a)].

Number—<sup>Main head 11</sup> <sub>Sub-head (a)</sub> **ASSAM-BENGAL RAILWAY (3' 3½" gauge)—**

**Chairman.**—Lieutenant-General Sir Richard Strachey, R.E., G.C.S.I.

**Managing Director.**—James Meadows Rendel, Esq.

**Offices.**—Bishopsgate House, Bishopsgate Street within London, E. C.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, 34.90 miles which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

**Details of construction—**

The total open mileage of the line is 775.23 miles, which may be divided into (1) main line (Chittagong to Tinsukia), 576.61 miles, and (2) branches, 198.67 miles. The main line was opened through to Tinsukia in 1903.

Besides the above 35 miles were sanctioned for construction, of which 19 miles are actually under construction.

**Permanent-way.**—The line is laid with 50-lb. flat-footed steel rails, partly on sal and pyinkado, and partly on bastard sal, nageshur and jarrah wood sleepers. The Noakhali branch is laid with 41½ lb steel rails on sal sleepers.

**Ballast.**—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

**Fencing.**—The line is fenced between Chittagong Port and Silohar, Laksam and Chandpur, Gaubati Ghat and Gaubati, and half a mile from Cauhati towards Lumding, and at some stations on the hill section.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Min head 11</sup> <sub>Sub-head (a)</sub> . ASSAM-BENGAL RAILWAY (3' 3½" gauge)—contd.

## Details of construction—concl'd.

*Curves.*—The sharpest curve is of 358 feet radius.*Gradients.*—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding 1 in 60, with a 1 in 37 banking section 8½ miles long; between Gauhati and Tinsukia, 1 in 100; between Laksam and Noakhali, 1 in 200; between Laksam and Chandpur, 1 in 300; between Badarpur and Silechar, 1 in 150.

## Terms of contracts—

The Assam-Bengal railway is worked under the following contracts:—

*Contracts of*—26th April 1892 (between the Secretary of State and the Assam-Bengal Railway Company) for construction and working.

—11th April 1906 (between the Secretary of State and the Assam-Bengal Railway Company)—supplemental to the contract of the 26th April 1892—for the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking, and for the application thereto, as from 1st January 1906, of the provisions of the principal contract of the 26th April 1892.

The general conditions of the contract are:—

*Government aid.*—Government guarantee interest in sterling at 3 per cent. on the Company's share capital of £1,500,000. Up to 30th June 1898 interest was allowed at 3½ per cent. Land was provided free of charge.*Terms of contract.*—The contract provides that the Company raises £1,500,000, and that any further money required be supplied either by the Government or raised by the Company under guarantee. Subject to the provisions of the contract, all land and everything constructed or to be constructed thereon, and generally all property, whether real or personal, (with the exception of monies paid against interest on the Company's share capital and sums applied from net earnings) are the property of Government, but are subject to use and enjoyment by the Company during the continuance of the contract.*Currency of contract.*—Government may determine the contract, by giving the Company in England 12 months' previous notice, on the 31st December 1921 or at the end of any succeeding 10th year. Government may also determine the contract at any time, on six months' notice, if the Company fails to fulfil its obligations or the line is worked at a loss for not less than three half-years consecutively. On the determination of the contract the Company is to hand over to Government the railway and all its belongings of every description, on repayment of the amount of the par value of the share capital paid by the Company to Government.*Power of Company to surrender contract.*—Nil.*Terms of working.*—After deducting working expenses (which include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net earnings to be applied in payment of—

(1) Contribution due to the Provident Fund, calculated at one per cent. of net earnings.

(2) The equivalent in rupees of interest paid on debenture capital; provided that if the Company's share capital is not less than ¾ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to the 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital.

(3) The equivalent in rupees of guaranteed interest paid to the Company in respect of share capital; interest on the capital contributed or deemed to be contributed by Government, at the same rate as the guarantee for the time being on the Company's capital. But if the Government capital exceeds ¾ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement; and the residue is divisible between Government and the Company in the ratio of their respective capital expenditure.

*Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary its rates.

## Statistics of working—

| TABLE I.       |                                     |                 |               |                              |           |                            | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.                         |                                     |
| 1891           | 1,53,203                            | ...             | ...           | ...                          | 3,883     | —5,693                     | ...                         | ...                                 |
| 1892           | 80,16,133                           | ...             | ...           | ...                          | 2,64,378  | —2,66,378                  | ...                         | ...                                 |
| 1893           | 1,07,68,192                         | ...             | ...           | ...                          | 7,09,087  | —7,09,087                  | ...                         | ...                                 |
| 1894           | 2,46,89,898                         | ...             | ...           | ...                          | 8,76,854  | —8,76,854                  | ...                         | ...                                 |
| 1895           | 4,04,38,298                         | 2,14,426        | —8,047        | ...                          | 13,05,696 | —14,03,688                 | 64                          | 183.75                              |
| 1896           | 5,21,88,804                         | 6,18,785        | 33,238        | 0.06                         | 23,73,034 | —23,80,798                 | 71                          | 94.63                               |
| 1897           | 6,87,67,401                         | 9,90,640        | 72,214        | 0.11                         | 22,56,279 | —21,84,005                 | 68                          | 92.71                               |
| 1898           | 7,56,41,721                         | 13,00,124       | 54,551        | 0.07                         | 24,45,275 | —23,90,724                 | 86                          | 86.83                               |
| 1899           | 8,60,56,236                         | 16,19,646       | 3,22,704      | 0.37                         | 25,63,084 | —25,40,889                 | 75                          | 80.08                               |
| 1900           | 9,56,01,772                         | 17,09,953       | 3,64,964      | 0.38                         | 33,31,390 | —29,67,026                 | 75                          | 78.69                               |
| 1901           | 10,41,49,467                        | 21,34,252       | 4,56,654      | 0.44                         | 35,06,252 | —30,49,598                 | 70                          | 78.60                               |
| 1902           | 11,11,34,922                        | 20,96,058       | 2,84,418      | 0.23                         | 38,08,887 | —35,53,969                 | 68                          | 87.86                               |
| 1903           | 12,40,28,543                        | 23,97,638       | 4,43,963      | 0.36                         | 40,71,450 | —36,27,487                 | 72                          | 80.51                               |
| 1904           | 12,60,09,689                        | 29,53,962       | 1,05,390      | 0.08                         | 41,66,585 | —40,61,145                 | 77                          | 94.78                               |
| 1905           | 12,78,67,542                        | 34,14,295       | 1,25,815      | 0.10                         | 43,61,306 | —41,35,691                 | 83                          | 94.68                               |
| 1906           | 13,35,30,704                        | 42,30,064       | 4,27,858      | 0.32                         | 44,58,917 | —40,30,059                 | 104                         | 89.86                               |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main head 11 . ASSAM-BENGAL RAILWAY (3' 3½" gauge)—*concl'd.*  
 Sub-head (a)

Statistics of working—*concl'd.*

Noakhali (Bengal) railway (3' 3½" gauge)—

| TABLE I.       |                                     |  |               |                             |                                    |               | TABLE II.                                    |                             |                                     |
|----------------|-------------------------------------|--|---------------|-----------------------------|------------------------------------|---------------|--|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings.                              | Net earnings. | Per cent on capital outlay. | Rebates from Assam-Bengal railway. | Total income. | Per cent. of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.  | Rs.           |                             | Rs.                                | Rs.           |  | Rs.                         |                                     |
| 1903 . . .     | 21,04,827                           | 30,099                                       | 2,409         | 0.11                        | 23,380                             | 25,798        | 1.23   | 30                          | 92.00                               |
| 1904 . . .     | 21,59,851                           | 55,849                                       | —5,252        |                             | 50,775                             | 47,543        | 2.29   | 31                          | 105.79                              |
| 1905 . . .     | 21,35,228                           | 68,493                                       | 1,605         | 0.08                        | 50,000                             | 57,721        | 2.71   | 35                          | 97.57                               |
| 1906 . . .     |                                     | Assam included with the Assam-Bengal railway |               |                             |                                    |               |  |                             |                                     |

Number Main head 12 . BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—  
 Sub-heads (a) & (b)

*Chairman.*—Colonel T. Gracey, R.E., C.S.I.*Managing Director.*—Alexander Izat, Esq., C.I.E., M. Inst. C. E.*Officers.*—237, Gresham House, Old Broad Street, London, E. C.

Lines comprising the system—The Bengal and North-Western railway system is made up of—

|   | Open line. | Under construction, or sanctioned for construction. | Total.   |
|---|------------|---|----------|
|   | Miles.     | Miles.  | Miles.   |
| (a) Bengal and North-Western railway (3' 3½" gauge) | 932.18     | 142.46  | 1,074.64 |
| (b) Tirhoot railway (3' 3½" gauge)                  | 614.70     | 164.06  | 778.76   |
| Total   | 1,546.88   | 306.52  | 1,853.00 |

## Running powers—

*Home line over Foreign line—*

|  |                                  |        |
|--|----------------------------------|--------|
| Cawnpore to Allahabad, Cawnpore-Burhwal (3' 3½" gauge) link, Oudh and Rohilkhand (State) railway | } for passenger and goods trains | Miles. |
| Aughigh to Dahnung, Lucknow-Bareilly railway   |                                  | 45.03  |
| Dahnung to Burhwal, Cawnpore-Burhwal (3' 3½" gauge) link, Oudh and Rohilkhand (State) railway    |                                  | 3.10   |
| Benares Cantonment to Benares City, Oudh and Rohilkhand (State) railway                          |                                  | 34.57  |
| Total  |                                  | 84.81  |

## 12 (a) Bengal and North-Western railway proper (3' 3½" gauge)—

## Details of construction—

The total open mileage of the railway is 932.18 miles.

This may be divided into (1) main line (Sonapore to Aj dhya) 237.00 miles; (2) loop line (Sonapore to Bunwar-chak) 9.34 miles; and (3) branches, 685.75 miles. The construction of the main line was sanctioned in 1882 and it was opened through in 1885.

Besides the above there were 82.67 miles under construction, *viz.*, Dharonda to Maharajganj, 3.90 miles, Gorakhpur to Bagaha, 60.94 miles, and Savan to Thawe, 17.83 miles; and 59.79 miles, Barhwal to Sitapur, sanctioned for construction but not commenced.

*Permanent-way.*—The main line between Sonapore and Burhwal is laid with 50-lb. steel rails on *sâl* sleepers. The rest of the line north of the Gogra is laid with 41½-lb. steel rails mostly on *sâl* sleepers. The Ganges-Gogra Doab lines are laid with 50-lb. steel rails on *sâl* sleepers with the exception of the Man-Aunrihar section which is laid with 41½-lb. steel rails.

*Ballast.*—The whole line, except quite new constructions, is ballasted with kunkur or broken brick.*Fencing.*—The main line is fenced.*Curves.*—The sharpest curve is of 900 feet radius.*Gradients.*—The ruling gradient is 1 in 300. On the various ghat lines the gradients are steeper.

## Terms of contracts—

The Bengal and North-Western and Tirhoot railways are worked under the following contracts:—

*Contracts of*—12th December 1882.—Bengal and North-Western Railway Company's principal contract.

22nd February 1886.—Contract modifying that of 1882.

19th December 1891.—Contract, supplemental to those of 1882 and 1886, providing for the Revelganj, Bahramghat, Burhwal, Tulsipur, Katarnian Ghat and Turtipur branches of the Company's railway, and for the exercise of running powers over the Cawnpore-Burhwal (3' 3½" gauge) link.

23rd July 1896.—Contract, supplemental to those of 1882, 1886 and 1891, providing for the Ganges-Gogra Doab lines of the Company's railway, known as the Ganges-Gogra Doab contract.

15th January 1903.—Supplemental contract for the Ghazipur-Ballia, Azamgarh-Shahganj and Aunrihar-Jaunpur lines.

21th April 1903.—Supplemental contract regarding rate of exchange.

14th December 1905.—Contract, supplemental to that of 1882, regarding the date on which the Secretary of State may exercise his right to purchase the Company's line and the period at which he may fix the purchase price, and revising the terms on which the Tirhoot railway will continue to be worked by the Bengal and North Western Railway Company after the expiration, on the 31st December 1904, of the contract of 1890.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 12</sup> <sub>Sub-heads (a) & (b)</sub> **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—contd.**

**12 (a) Bengal and North-Western railway proper (3' 3½" gauge)—concl'd.**

**Terms of contracts—concl'd.**

The general conditions of the contracts are as follows:—

*Government aid.*—Land alone was provided free.

*Currency of contracts.*—(1) *Bengal and North-Western railway contracts.*—The contracts of 1882, 1886 and 1894, viz., those for the working of the Bengal and North-Western railway proper, terminate by effluxion of time on the 31st December 1981, when the line and all its appurtenances become the property of Government by payment to the Company of the value of the rolling-stock, movable machinery, stores, etc. Government may, however, determine the contract on the 31st December 1912 or on the 31st December 1932, on one year's previous notice of intention to purchase, paying 25 times the average net earnings (after deducting from such net earnings the share of surplus profits over 6 per cent. to which Government would have been entitled under the contract of 12th December 1882) for the five years preceding the purchase. Government may also determine the contract at any time, on six months' notice, if the Company fails to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of line and fixed machinery and plant, less value of latter treated as a reversionary sum absolutely payable on the 31st December 1981.

(2) *Ganges-Gogra Doab contract.*—The contract of 1896, viz., that covering the Ganges-Gogra Doab lines, runs concurrently with those of 1882, 1886 and 1894, as does also the supplemental contract of 1903; but, in the event of Government exercising the right of purchase in 1912 or 1932, the amount to be paid is the actual outlay on the line, as shown in sterling, appearing in the capital account.

*Note.*—Government relinquished their right to acquire the Company's line on the 31st December 1912, on the condition that they shall have the power to fix in 1912 the purchase price of the Bengal and North-Western railway and to purchase the line at that price on the 31st December 1982.

(3) *Tirhoot railway contract.*—The contract of 1890, for working the Tirhoot railway, terminated on the 31st December 1901, and the revised contract under which the railway continues to be worked by the Company came into force on and from the 1st January 1905 and is current until the 31st December 1932, subject to the proviso that the Secretary of State may, if he should think it desirable, terminate it in 1919 or modify it at that date in such manner as he may think fit.

*Power of Company to surrender contracts.*—Nil.

*Terms of working.*—The gross earnings of the State and Company's sections to be kept entirely separate.

All charges for maintenance of way, works and stations, other than those for general supervision, to be allocated to each section on the basis of actual outlay on that section, all other working expenses being divided between the two sections in proportion to the gross earnings of each.

4 per cent. on respective outlay on "rolling stock," "steamers, barges and landing stages," "stores," "station, station machinery and staff quarters at Sonapore" for "joint use," and future expenditure on "workshops," to be charged to working expenses in addition to ordinary working expenses and contribution to Provident Fund, for apportionment to the State and Company's sections, in the ratio of their respective gross earnings. This amount of interest to be credited to the respective Revenue Accounts in the ratio of contributions of capital to the joint accounts.

Government to first receive out of the Tirhoot railway net earnings of each year 5 per cent. on all capital expended on the Tirhoot line open for traffic, including expenditure subsequent to 31st December 1901.

The residue of net earnings to be dealt with as follows:—

(a) if the residue does not exceed ten lakhs, 4ths to Government and 1th to the Company;

(b) if the residue exceeds 10 lakhs, the sum of 10 lakhs shall be divided as in condition (a) and the excess over 10 lakhs shall belong 1½ths to Government and 1¼th to the Company.

*Rates and fares.*—On the Company's section the Company may, with the approval of Government, fix rates and fares. On the Tirhoot section certain maxima and minima have been fixed, within which the Company is permitted to vary rates.

**Statistics of working—**

| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings.              | Payments received for working the Tirhoot Railway. | Total income. | Percentage on capital outlay. | TABLE II.<br>Including the Tirhoot railway from 1890. |                                     |
|----------------|-------------------------------------|-----------------|----------------------------|--|---------------|-------------------------------|---|-------------------------------------|
|                | Rs.                                 | Rs.             | Rs.                        | Rs.  | Rs.           |                               | Earnings per mile per week.                           | Proportion of expenses to earnings. |
| 1884 . . . . . | 1,52,47,428                         | 77,470          | Information not available. | Information not available.                         | 26,221        | ...                           | 29  | 134.76                              |
| 1885 . . . . . | 2,01,86,980                         | 12,05,320       |                            |  | 6,10,799      | 3.03                          | 72  | 49.32                               |
| 1886 . . . . . | 2,36,16,102                         | 18,51,074       |                            |  | 8,09,189      | 3.43                          | 106   | 56.36                               |
| 1887 . . . . . | 2,56,22,684                         | 19,44,062       |                            |  | 8,37,044      | 3.27                          | 90  | 56.94                               |
| 1888 . . . . . | 2,61,51,593                         | 22,09,543       |                            |  | 9,58,844      | 3.78                          | 103   | 55.25                               |
| 1889 . . . . . | 2,63,41,872                         | 22,11,824       | Information not available. | Information not available.                         | 10,55,964     | 4.00                          | 103   | 52.35                               |
| 1890 . . . . . | 2,57,91,904                         | 22,18,615       |                            |  | 12,32,307     | 4.76                          | 121   | 44.08                               |
| 1891 . . . . . | 2,76,68,842                         | 24,76,309       |                            |  | 10,20,993     | 5.87                          | 121   | 40.04                               |
| 1892 . . . . . | 2,83,88,821                         | 23,39,077       |                            |  | 16,34,194     | 5.76                          | 129   | 41.12                               |
| 1893 . . . . . | 2,84,81,234                         | 26,14,540       |                            |  | 16,48,502     | 5.79                          | 123   | 43.20                               |
| 1894 . . . . . | 2,87,24,687                         | 26,17,242       | 16,05,265                  | 72,358   | 17,67,623     | 6.15                          | 130   | 41.79                               |
| 1895 . . . . . | 3,12,95,704                         | 28,71,036       | 16,82,766                  | 72,909   | 17,55,675     | 5.61                          | 133   | 42.45                               |
| 1896 . . . . . | 3,43,36,114                         | 26,26,033       | 16,70,172                  | 71,614   | 17,41,786     | 5.07                          | 131   | 45.97                               |
| 1897 . . . . . | 4,10,32,207                         | 27,55,718       | 17,24,277                  | 74,905   | 17,99,182     | 4.38                          | 128   | 43.78                               |
| 1898 . . . . . | 4,66,78,822                         | 33,31,890       | 18,74,920                  | 75,885   | 20,50,805     | 4.39                          | 129   | 45.37                               |
| 1899 . . . . . | 5,16,06,783                         | 43,44,861       | 20,70,911                  | 61,940   | 27,32,851     | 5.29                          | 131   | 46.67                               |
| 1900 . . . . . | 5,24,73,019                         | 44,26,593       | 24,79,433                  | 49,769   | 25,28,906     | 4.82                          | 128   | 49.56                               |
| 1901 . . . . . | 5,50,91,630                         | 53,66,704       | 30,97,372                  | 78,853   | 31,74,225     | 5.76                          | 140   | 44.51                               |
| 1902 . . . . . | 5,84,82,825                         | 55,60,238       | 29,72,183                  | 76,671   | 30,40,854     | 5.91                          | 134   | 46.32                               |
| 1903 . . . . . | 6,21,09,547                         | 61,98,433       | 38,53,972                  | 1,04,369   | 32,58,341     | 6.47                          | 161   | 40.64                               |
| 1904 . . . . . | 6,43,02,183                         | 67,16,933       | 43,28,496                  | 1,16,834   | 44,45,330     | 6.90                          | 168   | 39.68                               |
| 1905 . . . . . | 6,77,55,666                         | 61,79,116       | 34,72,017                  | 1,69,446   | 36,41,163     | 5.37                          | 151   | 42.11                               |
| 1906 . . . . . | 7,13,66,023                         | 77,02,976       | 40,92,699                  | 1,92,032   | 42,81,781     | 6.00                          | 163   | 47.39                               |

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 12</sup> <sub>Sub-heads (a) & (b)</sub> BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*consolid.*

## 12 (b) Tirhoot railway (3' 3½" gauge)—

## Details of construction—

The open mileage of this railway is 614.30 miles, consisting of (1) main line (Semaria Ghat to Bettiah and Samastipur to Khanwa Ghat), 242.58 miles, and (2) branches, 371.72 miles. Of the above 947 miles are double line. First sanction to the construction of the main line was accorded in 1871 and it was opened throughout in 1890. There were in addition 164.06 miles under construction.

*Permanent-way*.—The following types of rails are in use:—50-lb. flat-footed steel, 41½-lb. flat-footed steel and 60-lb. iron. The sleepers are of sal, pyinkado, jarrah and cast iron of Denham-Olpherts' pattern.

*Ballast*.—The line, except quite new constructions, is ballasted with kunkur or broken brick.

*Fencing*.—The main line is fenced with stone posts and 4 wires.

*Curves*.—The sharpest curve, which is on the main line, is of 1,500 feet radius.

*Gradients*.—The ruling gradient is 1 in 300, except between Samastipur and Khanwa Ghat on which 3.42 miles are on a gradient of 1 in 200. On various river ghat lines the gradients are steeper.

*Terms of contracts*.—See under Bengal and North-Western railway proper, 12 (a).

## Statistics of working—

| TABLE I.  |                                     |                 |                            |  |               |   |           |                            |                             | TABLE II.                           |  | REMARKS. |
|---|-------------------------------------|-----------------|----------------------------|--|---------------|---|-----------|----------------------------|-----------------------------|-------------------------------------|--|----------|
| Calendar year.                                  | Capital outlay to end of each year. | Gross earnings. | Net earnings.              | Payment made to the Bengal and North-Western Railway Company for working the line. | Total income. | Percentage of total income on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |  |          |
|   | Rs.                                 | Rs.             | Rs.                        | Rs.  | Rs.           |   | Rs.       | Rs.                        | Rs.                         |                                     |  |          |
| 1875  | ...                                 | ...             | Information not available. | Information not available.   | ...           | ...   | ...       | ...                        | 39                          | 107.62                              |  |          |
| 1876  | ...                                 | ...             |                            |  | ...           | ...   | ...       | ...                        | ...                         | 71                                  | 68.67  |          |
| 1877  | ...                                 | ...             |                            |  | ...           | ...   | ...       | ...                        | ...                         | 77                                  | 69.85  |          |
| 1878  | ...                                 | ...             |                            |  | ...           | ...   | ...       | ...                        | ...                         | 108                                 | 75.34  |          |
| 1879  | 59,38,320                           | 4,58,733        |                            |  | ...           | ...   | 1,07,519  | 2.02                       | 2,37,411                    | -1,29,592                           | 113  | 76.49    |
| 1880  | 56,13,274                           | 5,51,068        | Information not available. | Information not available.   | 2,33,692      | 4.16  | 2,50,659  | -16,997                    | 102                         | 56.40                               |  |          |
| 1881  | 72,02,917                           | 5,41,255        |                            |  | 2,36,200      | 3.28  | 2,67,245  | -31,045                    | 110                         | 59.57                               |  |          |
| 1882  | 1,07,92,877                         | 6,00,022        |                            |  | 2,51,017      | 2.38  | 3,86,612  | -1,35,565                  | 186                         | 61.50                               |  |          |
| 1883  | 1,32,83,024                         | 8,92,141        |                            |  | 2,59,795      | 1.96  | 4,99,014  | -2,39,300                  | 103                         | 70.90                               |  |          |
| 1884  | 1,48,61,982                         | 11,90,073       |                            |  | 3,06,532      | 1.79  | 5,71,369  | -3,07,787                  | 105                         | 77.60                               |  |          |
| 1885  | 1,44,47,916                         | 13,78,634       | Information not available. | Information not available.   | 3,59,269      | 2.49  | 5,86,195  | -2,26,926                  | 98                          | 71.00                               |  |          |
| 1886  | 1,54,33,549                         | 11,98,933       |                            |  | 5,01,189      | 3.25  | 6,30,944  | -1,29,755                  | 109                         | 66.66                               |  |          |
| 1887  | 1,07,49,195                         | 17,22,655       |                            |  | 6,95,725      | 3.52  | 7,79,801  | -84,076                    | 122                         | 59.62                               |  |          |
| 1888  | 2,07,78,232                         | 18,07,283       |                            |  | 7,08,875      | 3.85  | 8,17,185  | -18,610                    | 123                         | 55.80                               |  |          |
| 1889  | 2,12,28,091                         | 18,96,074       |                            |  | 9,78,216      | 4.61  | 8,41,632  | +1,36,514                  | 127                         | 48.42                               |  |          |
| Included with Bengal and North-Western railway. |                                     |                 |                            |  |               |   |           |                            |                             |                                     |  |          |
| 1890  | 2,20,94,165                         | 21,92,977       | 11,24,332                  | 69,484   | 13,21,797     | 5.75  | 9,14,207  | +4,07,590                  | ...                         | ...                                 |  |          |
| 1891  | 2,31,99,118                         | 21,80,279       | 11,24,332                  | 69,484   | 13,21,797     | 5.76  | 9,14,207  | +4,07,590                  | ...                         | ...                                 |  |          |
| 1892  | 2,43,25,894                         | 21,84,862       | 11,24,332                  | 67,000   | 13,16,815     | 5.41  | 9,50,025  | +3,65,790                  | ...                         | ...                                 |  |          |
| 1893  | 2,49,08,833                         | 26,81,100       | 11,09,975                  | 66,812   | 13,14,133     | 5.39  | 10,01,205 | +3,41,928                  | ...                         | ...                                 |  |          |
| 1894  | 2,50,08,061                         | 29,12,295       | 13,35,381                  | 72,358   | 14,63,223     | 5.85  | 9,98,983  | +4,64,335                  | ...                         | ...                                 |  |          |
| 1895  | 2,56,02,092                         | 30,89,614       | 15,61,278                  | 72,969   | 14,88,367     | 5.81  | 10,18,013 | +4,70,354                  | ...                         | ...                                 |  |          |
| 1896  | 2,60,38,655                         | 31,61,172       | 15,56,944                  | 71,614   | 14,85,370     | 5.70  | 10,27,821 | +4,57,509                  | ...                         | ...                                 |  |          |
| 1897  | 3,11,00,098                         | 32,38,109       | 16,29,812                  | 74,905   | 15,51,907     | 5.00  | 10,38,639 | +5,16,277                  | ...                         | ...                                 |  |          |
| 1898  | 3,16,13,176                         | 31,41,140       | 16,67,068                  | 75,885   | 15,91,183     | 1.39  | 13,18,761 | +2,72,419                  | ...                         | ...                                 |  |          |
| 1899  | 3,80,27,533                         | 34,21,808       | 14,42,101                  | 61,940   | 13,80,161     | 3.63  | 14,62,603 | -82,442                    | ...                         | ...                                 |  |          |
| 1900  | 4,30,15,249                         | 36,47,197       | 15,06,413                  | 49,563   | 15,16,810     | 3.53  | 16,19,281 | -1,02,381                  | ...                         | ...                                 |  |          |
| 1901  | 4,01,91,293                         | 48,16,760       | 22,75,660                  | 76,853   | 21,98,507     | 4.76  | 17,67,799 | +4,31,008                  | ...                         | ...                                 |  |          |
| 1902  | 4,01,41,200                         | 45,50,692       | 21,56,201                  | 76,671   | 22,78,530     | 4.81  | 18,77,205 | +5,01,325                  | ...                         | ...                                 |  |          |
| 1903  | 5,08,67,468                         | 56,72,932       | 31,92,619                  | 1,04,369   | 30,88,230     | 6.07  | 19,86,515 | +11,01,795                 | ...                         | ...                                 |  |          |
| 1904  | 5,64,95,379                         | 62,63,114       | 34,98,507                  | 1,16,894   | 33,81,733     | 5.99  | 21,48,021 | +12,33,712                 | ...                         | ...                                 |  |          |
| 1905  | 6,21,36,962                         | 61,81,754       | 35,57,423                  | 1,69,446   | 33,87,977     | 5.45  | 23,54,863 | +10,93,414                 | ...                         | ...                                 |  |          |
| 1906  | 6,73,40,339                         | 66,80,324       | 36,97,310                  | 1,92,032   | 37,05,278     | 5.60  | 25,50,134 | +11,54,844                 | ...                         | ...                                 |  |          |
|   |                                     |                 |                            |  |               |   |           |                            |                             |                                     | Includes Sagauli-Bazaul branch from 11th April 1904. |          |

Sagauli-Raxaul branch, before it was purchased by the State.

| TABLE I.                |                                     |                 |               |                               | TABLE II.                   |                                     |
|-------------------------|-------------------------------------|-----------------|---------------|-------------------------------|-----------------------------|-------------------------------------|
| Calendar year.          | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                         | Rs.                                 | Rs.             | Rs.           |                               | Rs.                         |                                     |
| 1896                    | 1,26,044                            | ...             | ...           | ...                           | ...                         | ...                                 |
| 1897                    | 8,68,783                            | ...             | ...           | ...                           | ...                         | ...                                 |
| 1898                    | 8,07,530                            | ...             | ...           | ...                           | ...                         | ...                                 |
| 1899                    | 10,81,740                           | 5,438           | ...           | ...                           | 30                          | 40.00                               |
| 1900                    | 12,12,073                           | 25,830          | ...           | ...                           | 30                          | 52.62                               |
| 1901                    | 10,67,014                           | 37,192          | ...           | ...                           | 40                          | 63.44                               |
| 1902                    | 11,75,421                           | 36,896          | ...           | ...                           | 42                          | 52.57                               |
| 1903                    | 11,16,252                           | 48,809          | ...           | ...                           | 81                          | 57.61                               |
| 1904 (up to 10th April) | 11,16,252                           | 18,740          | ...           | ...                           | 74                          | 46.08                               |

Amalgamated with the Tirhoot railway from 11th April 1904.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 13</sup><sub>Sub-heads (a) & (b)</sub> **BENGAL DOOARS RAILWAY SYSTEM—***Chairman*—Colonel A. J. Filgate, R.E.*Secretary*—H. Rendel, Esq.*Offices*—271 Winchester House, 50, Old Broad Street, London, E. C.**Lines comprising the system**—The Bengal Dooars railway system is made up of—

|   | Open line.<br>Miles. |
|---|----------------------|
| (a) Bengal Dooars railway (3' 3½" gauge) . . . . .            | 36.40                |
| (b) Bengal Dooars railway extensions (3' 3½" gauge) . . . . . | 116.56               |
| Total . . . . .   | 152.9                |

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

**13 (a) Bengal Dooars railway proper (3' 3½" gauge)—****Details of construction—**

The total length of open mileage is 36.40 miles, divided into main line (East Bank Teesta to Dam Dim), 31 miles, and branch, 5.40 miles. Construction was sanctioned in 1891 and the line was opened through in 1893.

*Permanent-way.*—The line is laid with 11½-lb. flat-footed steel rails on sal sleepers.

*Ballast.*—The line is ballasted throughout with stone.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 1,432.50 feet radius.

*Gradients.*—The ruling gradient is 1 in 166.

**Terms of contracts—**

The Bengal Dooars railway and the extensions are worked under the following contracts:—

*Contracts of*—27th April 1891.—Bengal Dooars railway principal contract.

2nd March 1898.—Contract supplemental to that of 1891 (for extensions).

27th September 1900.—Supplemental to that of 1898 (extending period of completion of Dam Dim-Bagrakote extension).

7th November 1901.—Supplemental to those of 1898 and 1900 (extending period for completion of Mal-Madarihat extension).

The general conditions of the contracts are as follows:—

*Government aid.*—Land free of cost from Government; and, from the District Board of Jalpaiguri, an annual subsidy of such amount not exceeding Rs. 4,000 per annum as may be required to make up the net profits of the undertaking to five per cent. per annum on the capital outlay.

*Currency of contracts.*—On the 31st December 1919, and thereafter at intervals of seven years, Government have power, by giving twelve months' previous notice, to terminate the contract and take over the line on payment to the Company in the case of the Bengal Dooars railway of one and two-fifths of the invested capital and capital liabilities, and in the case of the extensions of a sum equal to 25 times the average net earnings during the last preceding five years, but not exceeding by more than 20 per cent. the capital expenditure and capital liabilities of the Company and not less than the capital expended and the capital liabilities. If, at any period, the Bengal Dooars railway or the extensions should not be worked for six consecutive months, the Company can also be called upon to surrender the line and extensions on receipt of the actual sum expended up to the date of notice.

*Terms of working.*—If worked by the Company the whole of the profits go to the Company. If worked by the Eastern Bengal (State) railway the Secretary of State retains in each half-year 10 per cent. of the gross earnings, the remaining 90 per cent. being paid to the Company after deduction of the income-tax payable to Government.

**Rates and fares—**

*Bengal Dooars railway and extensions from Mal to Madarihat and Dam Dim to Bagrakote—*

Certain maxima and minima have been fixed subject to alteration from time to time. If the gross receipts reach 12 per cent. on the capital, Government may reduce maxima to the extent of 25 per cent., except in the case of certain special rates.

*Extension from Barnes Junction to Lalmanirhat—*

Certain maxima and minima have been fixed within which rates may be varied.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main head 13 **BENGAL DOOARS RAILWAY SYSTEM—*concl'd.***  
Sub-heads (a) and (b).**13 (a) Bengal Dooars railway proper (3' 3½" gauge)—*concl'd.*****Statistics of working—**

| TABLE I.       |                                     |                 |               |                               |                              |               |   | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|-------------------------------|------------------------------|---------------|---|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Subsidy from District Board. | Total income. | Percentage of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                               | Rs.                          | Rs.           |   | Rs.                         |                                     |
| 1891           | 16,479                              | ...             | ...           | ...                           | ...                          | ...           | ...   | ...                         | ...                                 |
| 1892           | 12,67,629                           | ...             | ...           | ...                           | ...                          | ...           | ...   | ...                         | ...                                 |
| 1893           | 18,49,091                           | 1,11,812        | 57,639        | 312                           | ...                          | 57,639        | 3.12  | 69                          | 49.80                               |
| 1894           | 22,84,724                           | 2,05,286        | 1,04,291      | 4.57                          | 4,000                        | 1,08,291      | 4.74  | 109                         | 49.20                               |
| 1895           | 23,26,476                           | 2,55,537        | 1,27,435      | 5.48                          | 1,000                        | 1,30,435      | 5.65  | 125                         | 49.73                               |
| 1896           | 24,33,213                           | 2,70,450        | 1,31,813      | 5.42                          | ...                          | 1,31,813      | 5.42  | 136                         | 61.26                               |
| 1897           | 25,50,713                           | 2,86,467        | 1,45,289      | 5.48                          | ...                          | 1,45,289      | 5.48  | 145                         | 49.27                               |
| 1898           | 26,68,050                           | 2,69,089        | 1,19,520      | 4.15                          | 4,000                        | 1,14,520      | 4.30  | 135                         | 57.40                               |
| 1899           | 26,26,748                           | 2,73,937        | 1,14,416      | 4.51                          | ...                          | 1,18,416      | 4.51  | 137                         | 55.41                               |
| 1900           | 26,42,085                           | 2,72,734        | 1,89,461      | 7.17                          | ...                          | 1,89,461      | 7.17  | 168                         | 43.06                               |
| 1901           | 26,44,879                           | 3,10,920        | 1,76,393      | 6.67                          | ...                          | 1,76,393      | 6.67  | 156                         | 43.27                               |
| 1902           | 26,50,627                           | 2,73,310        | 1,71,155      | 6.47                          | ...                          | 1,71,155      | 6.47  | 144                         | 37.27                               |
| 1903           | 26,95,547                           | 2,69,965        | 2,24,786      | 8.30                          | ...                          | 2,23,786      | 8.30  | 156                         | 27.80                               |
| 1904           | 26,64,642                           | 3,16,277        | 2,56,651      | 9.63                          | ...                          | 2,56,651      | 9.63  | 175                         | 25.88                               |
| 1905           | 27,26,891                           | 3,70,344        | 2,49,504      | 9.15                          | ...                          | 2,49,508      | 9.15  | 196                         | 32.60                               |
| 1906           | 27,35,008                           | 4,08,623        | 2,96,703      | 10.86                         | ...                          | 2,96,703      | 10.86   | 216                         | 27.38                               |

**13 (b) Bengal Dooars railway extensions (3' 3½" gauge)—****Details of construction—**

The total open mileage of the extensions is 116.56 miles, comprised of (1) Eastern extension (Mal to Madarihut), 44 miles, (2) Southern extension (Barua junction to Lalmanirhat), 65.80 miles, and (3) Western extension (Dam Dim to Bagrakote), 6.76 miles. The construction of the extensions was sanctioned in 1898 and they were opened in 1903, 1900 and 1902, respectively.

*Permanent way.*—The line has been laid with 41½-lb flat-footed steel rails on sal sleepers.

*Ballast.*—The line is ballasted throughout with stone.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 955 feet radius.

*Gradients.*—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

**Terms of contracts.**—See under Bengal Dooars railway proper, 13 (a).

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |  |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|--|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |  |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |  |
| 1897           | 72,151                              | ...             | ...           | ...                          | ...                         | ...                                 |  |
| 1898           | 4,63,611                            | ...             | ...           | ...                          | ...                         | ...                                 |  |
| 1899           | 26,70,455                           | ...             | ...           | ...                          | ...                         | ...                                 |  |
| 1900           | 47,11,632                           | 16,191          | 5,015         | 0.11                         | 13                          | 72.31                               |  |
| 1901           | 62,26,567                           | 1,76,399        | 68,937        | 1.11                         | 47                          | 69.92                               |  |
| 1902           | 72,66,166                           | 2,55,631        | 86,266        | 1.19                         | 62                          | 65.99                               |  |
| 1903           | 74,30,172                           | 3,47,852        | 1,05,916      | 1.34                         | 71                          | 69.55                               |  |
| 1904           | 84,97,571                           | 4,15,179        | 1,08,680      | 1.24                         | 68                          | 73.86                               |  |
| 1905           | 87,92,480                           | 5,12,343        | 1,97,624      | 2.25                         | 85                          | 61.30                               |  |
| 1906           | 89,99,516                           | 5,83,852        | 2,91,256      | 3.23                         | 96                          | 50.11                               |  |

Number Main head 14 **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—**  
Sub-heads (a) to (d)**Lines comprising the system.**—The Bhavnagar-Gondal-Junagad-Porbandar railway system is made up of—

|   | Open line. Miles. |
|---|-------------------|
| (a) Bhavnagar-Gondal-Junagad-Porbandar railway (3' 3½" gauge) | 334.19            |
| (b) Dhrangadra railway (3' 3½" gauge)                         | 20.83             |
| (c) Jamnagar railway (4' 3½" gauge)                           | 54.22             |
| (d) Jetalsar-Bajkot railway (3' 3½" gauge)                    | 46.21             |
| <b>Total</b>  | <b>455.45</b>     |

**14 (a) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3' 3½" gauge)—**

This line was constructed by Government agency, and is owned and worked by the Native States after which it is named.

**Details of construction—**

The line is 384.19 miles long. It consists of the following sections, (1) Bhavnagar to Wadhwan, 105.03 miles, (2) Dhola to Porbandar Bandar, 159.51 miles, and (3) Jetalsar to Veraval Bandar, 69.65 miles. Sanction to the construction of the first section was given in 1879, to the second section in 1879 and 1888, and they were opened through in 1880 and 1889, respectively. The third section was sanctioned in 1886 and opened through in 1890.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

(For Index see page 112.)

## Number Main head 14 Sub-heads (a) to (d) BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—contd.

## 14 (a) Bhavnagar-Gondal-Junagad-Porbandar railway proper (3' 3½" gauge)—concl'd.

## Details of construction—concl'd.

*Permanent way.*—The permanent way consists of 41½ lb. flat-footed steel rails on creosoted pine and deodar sleepers, except on the Dhoraji-Porbandar section, where the rails are laid on steel pea-pod sleepers.

*Ballast.*—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan which is ballasted with kunkur.

*Fencing.*—The line is practically unfenced.

*Curves.*—The sharpest curve is of 1,200 feet radius.

*Gradients.*—The ruling gradient is 1 in 200, except on the Jetalsar-Veraval section, where it is 1 in 150.

## Terms of contract—

The railway is worked under the following agreement:—

*Agreement of*—28th November 1896, having effect from the 1st January 1897 (between the several proprietary States) for management and working by a Board of Control.

The general conditions of the agreement are as follows:—

*Government aid.*—Nil.

*Terms of agreement.*—The whole system is worked by a Board of Control, consisting of one nominee of Government to be President, and one nominee from each of the proprietary States of Bhavnagar, Gondal, Junagad and Porbandar. The existing lines owned by these States are separately and entirely described as the "Integral railways," and their combination is termed the "Open system." The decisions of the Board of Control are based on the majority of "Members' single votes" and "Proprietary votes" recorded. "Members' single votes" prevail at special meetings, where each member has one vote; while "Proprietary votes," i.e., votes revised annually on varying capital outlay, prevail at ordinary and extraordinary meetings.

*Currency of agreement.*—The term of the agreement is from the 1st January 1897 to the 31st December 1900. Until a new agreement is adopted the terms of this agreement remain in force.

*Power of Board to determine agreement.*—By unanimous vote the Board of Control can cancel or modify any of the clauses of the agreement, and can also rescind or alter any resolution; no changes can otherwise be made until expiry of three months from date of passing such resolution. Any proprietary State can terminate the agreement after the 31st December 1900, subject to 12 months' notice at the beginning of the year.

*Terms of working.*—The earnings of the several integral railways belong wholly and exclusively to each integral railway, and, similarly, the capital and revenue expenditure is wholly borne by the same. All expenditure on the open system and on the integral railways as may require apportionment is divisible as prescribed in Appendix A to the agreement. The Bhavnagar State provides funds for working the whole system as well as for ordinary capital on the integral railways, and is secured against all such disbursements by the payment into the Bhavnagar State Treasury of all receipts of the entire open system. All funds for major capital works are provided by the integral railway concerned, or by special arrangement with the Bhavnagar State Treasury. Each integral railway is the sole proprietor of all works, buildings, etc., on its own length of line and is entitled to 7½ per cent. interest on the paid-up value of all property in occupancy for open system purposes, to compensation for losses for works and buildings falling into disuse and to 7½ per cent. per annum for any additional accommodation required by the open system.

*Rates and fares.*—The maximum scale of rates and fares sanctioned by Government is applicable to the whole system but rates and fares may be altered within this scale so as to accommodate them to the circumstances of traffic on any integral railway: provided that such alteration be not prejudicial to the interests of any other integral railway.

## Statistics of working—

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1879 . . . . . | 4,80,177                            | ...             | ...           | ...                          | ...                         | ...                                 |
| 1880 . . . . . | 49,19,304                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1881 . . . . . | 74,46,353                           | 6,68,385        | 2,21,706      | 3.11                         | 78                          | 70.18                               |
| 1882 . . . . . | 86,75,711                           | 8,76,846        | 3,54,648      | 4.09                         | 87                          | 59.55                               |
| 1883 . . . . . | 90,49,332                           | 8,04,179        | 3,26,513      | 3.61                         | 89                          | 63.47                               |
| 1884 . . . . . | 92,92,040                           | 10,92,312       | 4,98,107      | 5.36                         | 109                         | 54.46                               |
| 1885 . . . . . | 96,25,031                           | 10,04,660       | 3,91,217      | 4.07                         | 93                          | 59.55                               |
| 1886 . . . . . | 98,57,553                           | 9,65,379        | 4,15,149      | 4.21                         | 96                          | 57.00                               |
| 1887 . . . . . | 1,08,29,023                         | 9,80,837        | 4,42,163      | 4.08                         | 98                          | 54.93                               |
| 1888 . . . . . | 1,30,63,663                         | 11,20,260       | 5,06,545      | 3.88                         | 109                         | 50.58                               |
| 1889 . . . . . | 1,62,60,477                         | 13,80,417       | 7,04,177      | 4.33                         | 97                          | 56.35                               |
| 1890 . . . . . | 1,68,42,051                         | 15,71,788       | 6,00,267      | 3.56                         | 91                          | 61.81                               |
| 1891 . . . . . | 1,71,24,771                         | 14,77,263       | 4,75,786      | 2.78                         | 85                          | 67.79                               |
| 1892 . . . . . | 1,72,52,030                         | 15,78,178       | 4,87,876      | 2.84                         | 91                          | 72.25                               |
| 1893 . . . . . | 1,72,28,860                         | 20,63,164       | 8,84,708      | 5.16                         | 119                         | 56.92                               |
| 1894 . . . . . | 1,73,65,592                         | 18,40,287       | 7,91,335      | 4.56                         | 106                         | 49.61                               |
| 1895 . . . . . | 1,76,00,032                         | 19,52,221       | 8,21,220      | 4.67                         | 113                         | 57.93                               |
| 1896 . . . . . | 1,75,69,395                         | 19,80,878       | 9,89,274      | 5.63                         | 114                         | 50.06                               |
| 1897 . . . . . | 1,76,53,652                         | 18,21,640       | 8,19,081      | 4.64                         | 105                         | 55.04                               |
| 1898 . . . . . | 1,78,56,546                         | 16,08,657       | 7,09,781      | 3.98                         | 97                          | 58.22                               |
| 1899 . . . . . | 1,79,56,272                         | 18,53,483       | 9,26,935      | 5.16                         | 107                         | 49.99                               |
| 1900 . . . . . | 1,80,00,616                         | 19,53,465       | 10,10,773     | 5.63                         | 113                         | 48.27                               |
| 1901 . . . . . | 1,80,96,671                         | 15,37,378       | 6,80,089      | 3.76                         | 89                          | 55.76                               |
| 1902 . . . . . | 1,80,57,536                         | 15,71,327       | 5,66,342      | 3.13                         | 79                          | 58.72                               |
| 1903 . . . . . | 1,81,53,814                         | 16,04,638       | 6,36,670      | 4.61                         | 92                          | 47.96                               |
| 1904 . . . . . | 1,80,44,250                         | 18,60,565       | 10,39,016     | 5.78                         | 107                         | 44.11                               |
| 1905 . . . . . | 1,80,09,429                         | 18,51,324       | 9,90,981      | 5.50                         | 106                         | 46.47                               |
| 1906 . . . . . | 1,81,74,947                         | 19,57,290       | 11,07,581     | 6.09                         | 113                         | 43.41                               |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 14</sup> <sup>Sub-heads (a) to (d)</sup> **BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—*contd.***  
**14 (b) Dhrangadra railway (3' 3½" gauge)—**

This line was constructed for the Dhrangadra State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

**Details of construction—**

The line is 20·83 miles long and connects Wadhwan with Dhrangadra. Its construction was sanctioned in 1897 and it was opened in 1898.

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

*Ballast.*—The ballast used is of broken sand-stone.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 1,400 feet radius.

*Gradients.*—The ruling gradient is 1 in 175.

**Terms of contract—**

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are as follows:—

*Government aid.*—Nil.

*Currency of agreement.*—The agreement shall hold good so long as the working agreement of the Bhavnagar-Gondal-Junagad-Porbandar railway, dated the 28th November 1896, is in force.

*Terms of working.*—Forty per cent. of gross earnings (subject to a biennial revision) *plus* 5 per cent. for hire of rolling stock and in addition, actual expenditure on the maintenance of Way, Works and Stations.

*Rates and fares.*—The same rates and fares as are applicable to the Bhavnagar-Gondal-Junagad-Porbandar railway.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1897 . . . . . | 5,820                               | —               | —             | —                            | —                           | —                                   |
| 1898 . . . . . | 5,06,589                            | 23,395          | 10,617        | 1·79                         | 37                          | 54·62                               |
| 1899 . . . . . | 6,06,104                            | 63,876          | 20,978        | 3·46                         | 59                          | 67·16                               |
| 1900 . . . . . | 5,86,534                            | 57,366          | 18,984        | 3·21                         | 53                          | 66·91                               |
| 1901 . . . . . | 5,86,100                            | 46,196          | 11,765        | 2·01                         | 43                          | 74·53                               |
| 1902 . . . . . | 5,85,911                            | 37,731          | 8,975         | 1·38                         | 35                          | 78·60                               |
| 1903 . . . . . | 5,86,638                            | 43,054          | 11,713        | 1·99                         | 40                          | 72·80                               |
| 1904 . . . . . | 5,87,116                            | 47,516          | 15,446        | 2·63                         | 44                          | 67·49                               |
| 1905 . . . . . | 5,86,695                            | 49,942          | 13,375        | 2·28                         | 45                          | 72·73                               |
| 1906 . . . . . | 5,86,791                            | 61,121          | 23,707        | 4·38                         | 60                          | 60·52                               |

**14 (c) Jamnagar railway (3' 3½" gauge)—**

This line was constructed for the Navanagar State by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

**Details of construction—**

The railway is 51·22 miles long and connects Rajkot with Bedi Banlar. Its construction was sanctioned in 1893 and it was opened in 1897.

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

*Ballast.*—The ballast used is of broken stone.

*Fencing.*—The line is unfenced except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

*Curves.*—The sharpest curve is of 1,000 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

**Terms of contract—**

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an *Agreement*—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway, [14 (b)] except as follows:—

*Terms of working.*—\*Forty per cent. of gross earnings (subject to a biennial revision), *plus* actual expenditure on the

\*Reduced with effect from the 1st July 1906 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50. maintenance of way, works and stations; the locomotives and rolling stock being supplied by the proprietary State.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 14</sup> <sub>Sub-heads (a) to (d)</sub> BHAVNAGAR-GONDAL-JUNAGAD-PORBANDAR RAILWAY SYSTEM—concl'd.

14 (c) Jamnagar railway (3' 3½" gauge)—concl'd.

Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1894 . . . . . | 18,000                              | ...             | ...           | ...                          | ...                         | ...                                 |
| 1895 . . . . . | 62,956                              | ...             | ...           | ...                          | ...                         | ...                                 |
| 1896 . . . . . | 14,91,727                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1897 . . . . . | 22,50,334                           | 81,456          | 28,954        | 1.29                         | 41                          | 65.73                               |
| 1898 . . . . . | 25,18,196                           | 1,02,915        | 31,782        | 1.27                         | 36                          | 69.12                               |
| 1899 . . . . . | 25,08,558                           | 1,26,323        | 51,510        | 2.03                         | 45                          | 59.29                               |
| 1900 . . . . . | 25,09,181                           | 1,49,153        | 59,540        | 2.38                         | 53                          | 60.09                               |
| 1901 . . . . . | 23,09,969                           | 1,36,314        | 51,101        | 2.22                         | 48                          | 62.29                               |
| 1902 . . . . . | 23,54,210                           | 1,31,194        | 53,751        | 2.28                         | 46                          | 59.00                               |
| 1903 . . . . . | 23,38,338                           | 1,30,756        | 60,199        | 2.55                         | 50                          | 56.98                               |
| 1904 . . . . . | 23,27,281                           | 1,11,650        | 56,521        | 2.14                         | 70                          | 59.78                               |
| 1905 . . . . . | 23,27,105                           | 1,48,341        | 62,008        | 2.66                         | 53                          | 58.20                               |
| 1906 . . . . . | 23,26,826                           | 1,51,355        | 60,076        | 2.58                         | 54                          | 60.30                               |

14 (d) Jetalsar-Rajkot railway (3' 3½" gauge)—

This line was constructed for the Jetalsar-Rajkot Railway Syndicate by the Bhavnagar-Gondal-Junagad-Porbandar railway by which it is being worked.

Detail of construction—

This line is 46.21 miles long. Its construction was sanctioned in 1892 and it was opened in 1893.

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine sleepers, except for five miles where the rails are laid on steel trough sleepers.*Ballast.*—The ballast used is of broken stone.*Fencing.*—The line is unfenced except between Rajkot Para and Rajkot Junction.*Curves.*—The sharpest curve is of 955 feet radius.*Gradients.*—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked by the Board of Control of the Bhavnagar-Gondal-Junagad-Porbandar railway under an agreement—having effect from the date on which the line was opened to traffic.

The general conditions of the agreement are the same as apply to the Dhrangadra railway [14 (b)] except as follows:—

*Terms of working.*—\* Forty per cent. of gross earnings (subject to a biennial revision), plus actual expenditure on maintenance of way, works and stations; the locomotives and rolling stock to be supplied by the Proprietary State.

\* Reduced with effect from 1st January 1907 to 35 per cent. in half-years when the earnings per mile per week exceed Rs. 50.

† The Proprietary State not having supplied the locomotives and rolling stock a further deduction of 5 per cent. from gross earnings is made as here for stock.

Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1892 . . . . . | 7,89,792                            | ...             | ...           | ...                          | ...                         | ...                                 |
| 1893 . . . . . | 14,35,503                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1894 . . . . . | 14,99,005                           | 1,55,556        | 61,152        | 4.08                         | 65                          | 60.68                               |
| 1895 . . . . . | 15,04,585                           | 1,83,338        | 77,418        | 5.15                         | 76                          | 57.70                               |
| 1896 . . . . . | 15,29,265                           | 1,97,116        | 84,238        | 5.51                         | 82                          | 57.26                               |
| 1897 . . . . . | 15,17,463                           | 2,05,753        | 84,720        | 5.57                         | 85                          | 58.72                               |
| 1898 . . . . . | 15,78,917                           | 1,78,941        | 76,057        | 4.82                         | 74                          | 67.50                               |
| 1899 . . . . . | 15,83,268                           | 1,98,927        | 78,736        | 4.97                         | 83                          | 60.13                               |
| 1900 . . . . . | 15,74,082                           | 2,07,718        | 86,214        | 5.48                         | 84                          | 57.17                               |
| 1901 . . . . . | 15,74,039                           | 1,76,383        | 67,251        | 4.27                         | 73                          | 61.67                               |
| 1902 . . . . . | 15,78,533                           | 1,44,817        | 54,483        | 3.45                         | 60                          | 62.25                               |
| 1903 . . . . . | 15,78,658                           | 1,86,104        | 63,230        | 4.01                         | 69                          | 62.00                               |
| 1904 . . . . . | 15,79,655                           | 1,89,139        | 69,48         | 4.39                         | 78                          | 63.25                               |
| 1905 . . . . . | 15,60,207                           | 1,91,175        | 74,92         | 4.74                         | 80                          | 60.83                               |
| 1906 . . . . . | 15,62,472                           | 1,83,261        | 65,653        | 4.15                         | 76                          | 61.18                               |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 15</sup>  
<sup>Sub-heads (a) & (b)</sup>**BURMA RAILWAYS SYSTEM—***Chairman.*—Sir Auckland Colvin, K.C.S.I., K.C.M.G., C.I.E.*Managing Director.*—Lieutenant-Colonel Alfred Glynn Bagbie, R.E.*Offices.*—199, Gresham House, Old Broad Street, London.

Lines comprising the system.—The Burma railways system is made up of—

|  | Open line. | Under construction<br>or sanctioned for<br>construction. | Total.   |
|--|------------|--|----------|
|  | Miles.     | Miles.   | Miles.   |
| (a) Burma railways (3' 3½" gauge) . . . . .            | 1,340 15   | 72 95  | 1,413 10 |
| (b) Burma railways extensions (3' 3½" gauge) . . . . . | ...        | 186 93   | 186 93   |
| Total . . . . .  | 1,340 15   | 259 88   | 1,600 03 |

**15 (a) Burma railways proper (3' 3½" gauge)—**

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3' 3½" gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kurlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Mogarung, with an extension to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

**Details of construction—**

The open mileage of the Burma railways, 1,340.15 miles, consists of (1) *Main line section*, main line (Rangoon to Mandalay), 386 miles, branches, 21.60 miles; (2) *Irrawaddy section* (Rangoon to Prome), 161 miles; (3) *Mu Valley section*, main line (Sagaing to Myitkyina), 331.29 miles; branches, 91.45 miles; (4) *Mandalay-Kurlong section* (Myohaung to Lashio), 177.84 miles, and (5) *Bassein-Henzada-Letpadan section*, 110.96 miles. Of the above 23.80 miles are double line.

First sanction to the construction was given in 1874; and the first three sections were opened through in 1889, 1877 and 1898, respectively, and the last two sections in 1903.

Besides the above 72.95 miles were sanctioned for construction, *viz.* (1) from Thanaing to Malagaon, 6.70 miles, and (2) from Neikhan to Begayet, 66.25 miles. Work on (1) has not yet been commenced while that on (2) has been suspended.

*Permanent-way.*—The rails in use on the system are 60-lb., 50-lb. and 44½-lb. flat-footed steel. The sleepers throughout are generally of teak, pyinma and pyinkado, the last named largely predominating.

*Ballast.*—The ballast used is either shingle or broken stone.

*Fencing.*—The main line, the Irrawaddy line and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at a few stations. The Mandalay-Kurlong section is unfenced.

*Curves.*—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Meiktila-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch of 337 feet; on the Mu Valley line, the Katha branch and the Nankan-Mohayin section of 573 feet.

*Gradients.*—The ruling gradient on the main line is 1 in 200, uncompensated; on the Lashio branch it is 1 in 25, compensated; on the Mu Valley line 1 in 60, uncompensated; on the Myingyan branch, 1 in 100, uncompensated; on the Sagaing-Alon branch, 1 in 150, uncompensated, and on the Katha branch, 1 in 50, compensated.

**Terms of contract—**

The railways are worked under the following contract:—

*Contract of*—9th March 1897 (between the Secretary of State and the Burma Railways Company) for transfer and management.

The general conditions of the contract are as follows:—

*Government aid.*—Interest is guaranteed at 2½ per cent. on the Company's share capital. Land was provided free.

*Currency of contract.*—Government may determine the contract, after giving six months' notice, if the Company fails to perform its obligations, or if the undertaking be, in the opinion of the Secretary of State, in course of gross mismanagement by the Company, or if it be worked at a loss for three consecutive half-years. Government may also determine the contract on the 31st December 1921, or at the end of any succeeding tenth year, by giving twelve months' previous notice. On the determination of the contract from any cause the Secretary of State is to repay to the Company in sterling at par the capital raised by the latter.

*Power of Company to surrender contract.*—Nil.

*Terms of working.*—After deducting working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a "Minor Work," subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision) the net receipts in each half-year are to be applied in payment to Government of—

(1) the equivalent of the interest paid for the half-year on any debentures issued by the Company;

(2) the equivalent of the guaranteed interest at 2½ per cent. per annum on the Company's capital of £2,000,000, and of the interest payable on any additional share capital raised by the Company;

(3) the equivalent of interest at 2½ per cent. per annum on the sterling equivalent of the capital expenditure by Government on the railways up to the date of the transfer, and of interest on any additional moneys supplied by Government.

After payment of the interest above-mentioned, any surplus which may remain unpaid in a year ending on the 30th June to be divided between Government and the Company in the proportion of four-fifths to the former and one-fifth to the latter.

*Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 15</sup> <sub>Sub-heads (a) and (b)</sub> BURMA RAILWAYS SYSTEM—concl'd.

15. (a) Burma railways proper (3' 3½" gauge)—concl'd.

Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              |           |                                   |                           | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|-----------------------------------|---------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Company's share of net earnings.* | Gain or loss to the State | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                               | Rs.                       | Rs.                         |                                     |
| 1877 . . . . . | ...                                 | ...             | ...           | ...                          | ...       | ...                               | ...                       | 61                          | 12936                               |
| 1878 . . . . . | ...                                 | ...             | ...           | ...                          | ...       | ...                               | ...                       | 115                         | 9303                                |
| 1879 . . . . . | 1,22,86,507                         | 9,55,919        | 1,41,743      | 1.14                         | 5,17,438  | ...                               | -4,05,695                 | 114                         | 8517                                |
| 1880 . . . . . | 1,25,37,310                         | 13,22,10        | 5,21,685      | 4.11                         | 5,62,331  | ...                               | -41,246                   | 133                         | 6060                                |
| 1881 . . . . . | 1,36,51,992                         | 15,43,622       | 6,15,977      | 4.73                         | 5,86,210  | ...                               | +58,867                   | 181                         | 5821                                |
| 1882 . . . . . | 1,78,39,222                         | 15,75,691       | 6,30,430      | 3.53                         | 6,23,969  | ...                               | +5,161                    | 189                         | 5939                                |
| 1883 . . . . . | 2,19,77,689                         | 15,61,888       | 5,60,766      | 2.55                         | 7,46,968  | ...                               | -1,85,302                 | 187                         | 6406                                |
| 1884 . . . . . | 2,56,37,069                         | 21,05,421       | 8,21,936      | 3.21                         | 9,69,215  | ...                               | -1,47,279                 | 181                         | 6096                                |
| 1885 . . . . . | 2,72,55,343                         | 21,63,656       | 4,76,123      | 1.73                         | 10,61,184 | ...                               | -3,88,061                 | 113                         | 7318                                |
| 1886 . . . . . | 2,88,52,604                         | 26,57,955       | 9,41,149      | 3.26                         | 12,64,342 | ...                               | -3,23,693                 | 156                         | 6451                                |
| 1887 . . . . . | 3,66,52,647                         | 31,21,263       | 15,58,303     | 4.25                         | 18,15,249 | ...                               | +2,45,054                 | 194                         | 5312                                |
| 1888 . . . . . | 4,83,73,677                         | 33,76,218       | 12,71,060     | 2.63                         | 18,18,560 | ...                               | -5,46,000                 | 171                         | 6233                                |
| 1889 . . . . . | 5,12,49,158                         | 46,90,293       | 15,73,552     | 3.07                         | 20,17,324 | ...                               | -4,45,672                 | 169                         | 6645                                |
| 1890 . . . . . | 5,56,22,296                         | 54,71,432       | 23,48,191     | 4.22                         | 21,65,368 | ...                               | +2,12,583                 | 210                         | 5708                                |
| 1891 . . . . . | 6,03,31,289                         | 54,55,197       | 23,71,392     | 3.90                         | 22,28,237 | ...                               | +43,105                   | 199                         | 5950                                |
| 1892 . . . . . | 6,64,62,875                         | 71,09,619       | 33,86,084     | 5.10                         | 24,90,221 | ...                               | +8,95,967                 | 237                         | 5231                                |
| 1893 . . . . . | 7,03,47,005                         | 67,22,506       | 22,42,692     | 3.19                         | 27,19,095 | ...                               | -4,77,603                 | 178                         | 6664                                |
| 1894 . . . . . | 7,37,14,731                         | 62,67,354       | 23,43,328     | 3.15                         | 28,94,375 | ...                               | -5,71,017                 | 164                         | 6805                                |
| 1895 . . . . . | 7,57,23,659                         | 67,11,962       | 27,22,356     | 3.57                         | 30,91,163 | ...                               | -2,93,597                 | 169                         | 5973                                |
| 1896 . . . . . | 8,13,44,229                         | 74,08,558       | 29,85,751     | 3.67                         | 31,43,442 | ...                               | -4,57,691                 | 167                         | 6076                                |
| 1897 . . . . . | 8,73,31,890                         | 86,76,403       | 38,82,673     | 4.45                         | 38,31,674 | 1,63,877                          | -1,11,878                 | 184                         | 5525                                |
| 1898 . . . . . | 9,24,93,509                         | 89,01,451       | 37,88,323     | 4.10                         | 39,49,899 | 1,61,076                          | -3,22,452                 | 184                         | 5787                                |
| 1899 . . . . . | 10,11,17,647                        | 88,25,724       | 35,78,407     | 3.54                         | 39,35,200 | 1,24,994                          | -3,81,796                 | 179                         | 5945                                |
| 1900 . . . . . | 11,33,96,635                        | 1,10,29,917     | 48,94,824     | 4.33                         | 38,49,026 | 3,47,606                          | +6,98,192                 | 195                         | 5562                                |
| 1901 . . . . . | 11,90,22,468                        | 1,18,35,329     | 49,89,676     | 4.18                         | 45,41,108 | 4,42,439                          | +5,06,109                 | 197                         | 5802                                |
| 1902 . . . . . | 12,70,23,599                        | 1,25,02,671     | 52,72,683     | 4.66                         | 43,94,423 | 4,69,165                          | +4,08,495                 | 203                         | 5783                                |
| 1903 . . . . . | 13,01,30,277                        | 1,36,14,478     | 52,19,322     | 4.01                         | 44,06,500 | 4,32,216                          | +3,80,576                 | 197                         | 6166                                |
| 1904 . . . . . | 13,38,28,678                        | 1,51,02,418     | 65,70,700     | 4.92                         | 44,71,288 | 5,92,997                          | +15,06,495                | 216                         | 5949                                |
| 1905 . . . . . | 13,55,91,056                        | 1,57,75,957     | 61,81,063     | 4.56                         | 45,35,974 | 6,77,542                          | +9,67,547                 | 226                         | 6084                                |
| 1906 . . . . . | 13,97,87,368                        | 1,57,32,105     | 58,61,913     | 4.19                         | 46,13,499 | 5,66,021                          | +6,82,393                 | 225                         | 6274                                |

15 (b) Burma railways extensions (3' 3½" gauge)—

Details of construction—

There are two lines under construction, *viz.*, (1) Pegu to Martaban, 121.27 miles, which was sanctioned in 1903; and (2) Henzada to Kyangin, 65.66 miles, sanctioned in 1904.

Number <sup>Main head 16</sup> <sub>Sub-head (a)</sub> DEOGHUR RAILWAY (3' 3½" gauge)—

Details of construction—

This line connects Deoghur with Baidyanath, a station on the East Indian Railway, and is 4.79 miles long. It was sanctioned in 1881 and opened in 1882.

*Permanent-way.*—The permanent-way is laid with 36-lb. steel rails on wooden sleepers.

*Ballast.*—The line is ballasted throughout.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve has a radius of 2,640 feet.

*Gradients.*—The ruling gradient is 1 in 60.

Terms of contract—

The railway is worked under the following contract:—

*Contract of.*—12th July 1883 (between the Secretary of State and the Deoghur Railway Company) for construction, maintenance and working.

The general conditions of the contract are as follows:—

*Government aid.*—Land was provided free of charge.

*Terms of contract.*—Messrs. Burn & Co. constructed the railway with capital raised locally and without any guarantee.

*Currency of contract.*—If the Company fails to perform its obligations Government may after giving six months' notice, determine the contract, and take over the railway at a valuation based on the earnings of the two years immediately preceding. Government may also, after the railway has been opened for traffic for 30 years, and thereafter at terms of 10 years, by giving 12 months' notice, determine the contract and take the railway over at a valuation calculated at the average market rate of the shares during the previous three years, giving the Company in addition a bonus not exceeding 20 per cent. of the value so arrived at.

*Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary rates.

\* Based on actual receipts and payments during the year.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 16.</sup> <sup>Sub-head (a)</sup> **DEOGHUR RAILWAY (3' 3½" gauge)—concl'd.**

## Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1883           | 2,73,331                            | 19,639          | 6,212         | 2.28                         | 79                          | 68.00                               |
| 1884           | 2,75,030                            | 23,735          | 10,704        | 3.90                         | 83                          | 51.90                               |
| 1885           | 2,75,000                            | 23,987          | 9,908         | 3.60                         | 88                          | 58.69                               |
| 1886           | 2,75,042                            | 25,017          | 11,743        | 4.27                         | 100                         | 53.06                               |
| 1887           | 2,75,043                            | 24,534          | 12,108        | 4.40                         | 98                          | 50.64                               |
| 1888           | 2,81,180                            | 25,812          | 11,521        | 4.10                         | 104                         | 55.37                               |
| 1889           | 2,82,778                            | 28,573          | 12,695        | 4.49                         | 115                         | 55.51                               |
| 1890           | 2,82,616                            | 26,095          | 10,915        | 3.86                         | 105                         | 58.17                               |
| 1891           | 2,82,752                            | 31,165          | 15,429        | 5.46                         | 125                         | 50.49                               |
| 1892           | 2,88,329                            | 26,964          | 9,707         | 3.37                         | 103                         | 64.00                               |
| 1893           | 2,82,664                            | 37,849          | 19,108        | 6.75                         | 152                         | 49.47                               |
| 1894           | 2,87,226                            | 29,425          | 9,639         | 3.36                         | 118                         | 67.17                               |
| 1895           | 2,88,086                            | 34,611          | 15,368        | 5.31                         | 130                         | 54.46                               |
| 1896           | 2,87,797                            | 30,014          | 11,498        | 4.00                         | 120                         | 61.60                               |
| 1897           | 2,87,942                            | 30,320          | 11,152        | 3.87                         | 122                         | 63.22                               |
| 1898           | 2,88,453                            | 32,110          | 6,601         | 2.28                         | 120                         | 73.14                               |
| 1899           | 2,87,225                            | 34,242          | 6,638         | 2.32                         | 144                         | 70.92                               |
| 1900           | 2,87,379                            | 34,900          | 7,376         | 2.56                         | 110                         | 78.87                               |
| 1901           | 2,87,265                            | 48,243          | 18,616        | 6.53                         | 191                         | 61.45                               |
| 1902           | 3,01,057                            | 29,758          | 6,005         | 2.00                         | 110                         | 79.75                               |
| 1903           | 3,01,057                            | 40,438          | 10,623        | 3.53                         | 162                         | 74.75                               |
| 1904           | 3,01,057                            | 46,635          | 14,701        | 4.88                         | 187                         | 68.18                               |
| 1905           | 3,00,554                            | 45,397          | 13,523        | 4.52                         | 182                         | 70.68                               |
| 1906           | 3,01,536                            | 53,552          | 20,553        | 6.82                         | 215                         | 61.61                               |

Number <sup>Main head 17</sup> <sup>Sub-heads (a) and (b)</sup> **DIBRU-SADIYA RAILWAY SYSTEM—**

*Chairman.*—Lord Ribblesdale.

*Secretary.*—Evan A. Jack, Esqr.

*Offices.*—85 London Wall, London, E.C.

**Lines comprising the system.**—The Dibru-Sadiya railway system is made up of—

|   | Open line. | Under construction or sanctioned for construction. | Total. |
|---|------------|--|--------|
|   | Miles.     | Miles.   | Miles. |
| (a) Dibru-Sadiya railway (3' 3½" gauge)                       | 77.50      | 8.52   | 86.02  |
| (b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge) | 8.50       | —  | 8.50   |
| Total   | 86.00      | 8.52   | 94.52  |

**17 (a) Dibru-Sadiya railway proper (3' 3½" gauge)—****Details of construction—**

This line is 77.50 miles long and may be divided into main line (Dibrugarh to Dihing Bridge), 61.50 miles, and the Talap branch, 16 miles. Its construction was sanctioned in 1881 and it was opened through in 1885.

There are, in addition, 8.52 miles under construction.

**Permanent-way.**—The line is laid with 4¼-lb. and 50-lb. flat-footed steel rails. The sleepers are uriam and cast iron plate of the Denham-Olpherts' type.

**Ballast.**—The line is partially ballasted with broken stone.

**Fencing.**—The line is unfenced, with the exception of a short length at Dibrugarh.

**Curves.**—The sharpest curve is of 700 feet radius.

**Gradients.**—The ruling gradient is 1 in 150.

**Terms of contracts—**

The railway is worked under the following contracts:—

**Contracts of—**26th May 1880 (between the Secretary of State and the Assam Railway Company subsequently called the Assam Railways and Trading Company) for maintenance and working.

25th July 1881—Contract modifying that of 1880.

The general conditions of the contracts are as follows:—

**Government aid.**—Government guaranteed the payment of a subsidy, not exceeding in any year Rs. 80,000 twelve months after the opening of the main line or after each succeeding twelve months until the end of twenty years after opening, equal, together with the net earnings of the main line, to 5 per cent. of the paid up capital of the main line. Government similarly guaranteed a subsidy for the Makum branch, not exceeding Rs. 20,000 in any year. The payment of guarantee terminated on the 30th June 1903. The free use of public roads is also provided for.

**Currency of contract.**—If the Company fails to fulfil its obligations, within thirty days after notice, Government can take possession and execute all repairs and works for the efficient working of the railway. Government may

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[ For Index see page 112.]

Number <sup>Main head 17</sup>  
Sub-heads (a) and (b) **DIBRU-SADIYA RAILWAY SYSTEM—*contd.*****17 (a) Dibru-Sadiya railway proper (3' 3½" gauge)—*contd.*****Terms of contracts—*contd.***

determine the contract, on giving 12 months' notice (clause 19 of contract, dated 26th May 1880), at the expiry of the first five years after date of opening, and at subsequent intervals of five years, by paying twenty per cent. in excess of the value of the Company's property.

**NOTE.**—The Company having waived all its rights under clause 7 of contract dated 25th July 1881 to construct railways within the Lakhimpur District, Government have waived their right to purchase the railway before 1921, or at intervals of 10 years thereafter (Secretary of State's letter No. P. W. 2731, dated the 23rd December 1901).

**Power of Company to surrender contract.**—Nil.

**Terms of working.**—The Company to maintain the railway and the road on which the rails are laid and the rolling stock and other equipments to the satisfaction of the Secretary of State and to carry on the work of common carriers.

**Rates and fares.**—These were subject to approval by Government from time to time while subsidy was payable. If the net profits exceed 12 per cent. of paid up capital, Government may order such reduction of tariff and rates as may be considered necessary, such reduction not lessening the net profits below 12 per cent.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                               |                                |               | TABLE II.                                     |                             |                                     | REMARKS. |
|----------------|-------------------------------------|-----------------|---------------|-------------------------------|--------------------------------|---------------|---|-----------------------------|-------------------------------------|----------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Subsidy from local Government. | Total income. | Percentage of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |          |
|                | Rs.                                 | Rs.             | Rs.           |                               | Rs.                            | Rs.           |   | Rs.                         |                                     |          |
| 1883 . . . . . | 22,22,253                           | 48,220          | —35,375       | ...                           | ...                            | —35,375       | ...   | 52                          | 171.70                              |          |
| 1884 . . . . . | 40,65,288                           | 2,06,133        | —64,306       | ...                           | 54,550                         | —13,856       | ...   | 67                          | 131.61                              |          |
| 1885 . . . . . | 49,46,729                           | 2,57,335        | —63,861       | ...                           | 54,500                         | —9,364        | ...   | 62                          | 123.03                              |          |
| 1886 . . . . . | 49,73,753                           | 3,46,479        | 53,154        | 1.07                          | 54,654                         | 1,07,808      | 2.17  | 81                          | 80.65                               |          |
| 1887 . . . . . | 53,32,605                           | 4,04,928        | 1,02,510      | 1.92                          | 1,00,000                       | 2,02,510      | 3.80  | 94                          | 74.68                               |          |
| 1888 . . . . . | 53,53,145                           | 4,26,510        | 1,01,750      | 1.89                          | 1,00,000                       | 2,01,750      | 3.75  | 105                         | 70.00                               |          |
| 1889 . . . . . | 55,18,750                           | 4,61,018        | 1,23,147      | 2.27                          | 1,00,000                       | 2,23,147      | 4.08  | 114                         | 73.03                               |          |
| 1890 . . . . . | 57,05,682                           | 5,14,266        | 1,76,969      | 3.10                          | 1,00,000                       | 2,76,969      | 4.85  | 127                         | 65.50                               |          |
| 1891 . . . . . | 67,05,474                           | 4,98,682        | 1,70,526      | 2.54                          | 1,00,000                       | 2,70,526      | 4.03  | 123                         | 65.80                               |          |
| 1892 . . . . . | 69,56,304                           | 5,13,213        | 1,63,719      | 2.35                          | 1,00,000                       | 2,63,719      | 3.79  | 127                         | 68.10                               |          |
| 1893 . . . . . | 71,70,562                           | 5,12,098        | 1,52,972      | 2.13                          | 1,00,000                       | 2,52,972      | 3.53  | 127                         | 70.13                               |          |
| 1894 . . . . . | 70,97,487                           | 5,31,645        | 1,05,732      | 2.76                          | 1,00,000                       | 2,05,732      | 4.17  | 132                         | 63.18                               |          |
| 1895 . . . . . | 74,02,729                           | 6,01,112        | 2,69,543      | 3.64                          | 1,00,000                       | 3,69,543      | 4.99  | 119                         | 55.16                               |          |
| 1896 . . . . . | 74,01,196                           | 6,47,360        | 3,12,286      | 4.22                          | 1,00,000                       | 4,12,286      | 5.57  | 161                         | 51.76                               |          |
| 1897 . . . . . | 74,20,119                           | 7,74,189        | 2,64,750      | 3.57                          | 1,00,000                       | 3,64,750      | 4.92  | 192                         | 68.12                               |          |
| 1898 . . . . . | 74,10,474                           | 7,81,115        | 2,82,478      | 3.80                          | 79,000                         | 3,61,478      | 4.83  | 194                         | 63.85                               |          |
| 1899 . . . . . | 74,56,183                           | 8,59,114        | 4,19,684      | 6.03                          | 37,978                         | 4,57,666      | 6.14  | 210                         | 47.68                               |          |
| 1900 . . . . . | 77,14,340                           | 9,00,847        | 4,62,381      | 5.99                          | ...                            | 4,62,381      | 5.99  | 224                         | 44.67                               |          |
| 1901 . . . . . | 82,00,747                           | 9,28,578        | 4,73,307      | 5.77                          | ...                            | 4,73,307      | 5.77  | 230                         | 49.03                               |          |
| 1902 . . . . . | 82,00,694                           | 8,51,890        | 4,11,187      | 5.01                          | ...                            | 4,11,187      | 5.01  | 211                         | 51.73                               |          |
| 1903 . . . . . | 82,32,530                           | 9,16,777        | 4,57,074      | 5.56                          | ...                            | 4,57,074      | 5.56  | 227                         | 50.05                               |          |
| 1904 . . . . . | 87,01,363                           | 9,48,473        | 4,21,317      | 4.84                          | ...                            | 4,21,317      | 4.84  | 235                         | 55.58                               |          |
| 1905 . . . . . | 87,31,147                           | 9,54,203        | 4,20,033      | 4.95                          | ...                            | 4,32,033      | 4.95  | 237                         | 54.73                               |          |
| 1906 . . . . . | 88,18,773                           | 10,08,281       | 4,07,634      | 4.63                          | ...                            | 4,08,634      | 4.63  | 250                         | 50.47                               |          |

**17 (b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge)—**

The line was used originally only for the purposes of bringing coal from the mines on the south bank of the Dihing river to the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

**Details of construction—**

The line is 8.50 miles long, *viz.*, main line (Dihing bridge to Ledo) 5.50 miles, and branch (Margherita to Namdang) 3 miles. The main line was opened in 1884 and the branch in 1901.

**Permanent-way.**—The line is laid with 50-lb. flat-footed steel rails on urium sleepers.

**Ballast.**—The main line is three-fourths ballasted with broken stone, but the Namdang branch is unballasted.

**Fencing.**—The line is unfenced.

**Curves.**—The sharpest curve is of 800 feet radius.

**Gradients.**—The ruling gradient is 1 in 100.

**Terms of contract—**

The railway is worked under the following contract:—

**Contract of—**30th July 1881 (between the Secretary of State and the Assam Railways and Trading Company) for coal and iron mining in the Makum coal fields and for the construction of a railway or tramway to effect a junction with the railways which may be constructed to the bank of the Dihing river.

**Terms.**—Contained in Government of India, Public Works Department, No. 623 R. T., dated the 6th August 1896.

APPENDIX 38—*contd.**History of railways constructed and in progress*

[For Index see page 112.]

Number <sup>Main head 17</sup> <sub>Sub-heads (a) and (b)</sub> **DIBRU-SADIYA RAILWAY SYSTEM—*concl'd.***

**17 (b) Ledo and Tikak-Margherita Colliery railway (3' 3½" gauge)—*concl'd.***

**Terms of contract—*concl'd.***

The general conditions are as follows:—

*Government aid.*—Nil.

*Currency of contract.*—The coal concession is for a term of 20 years from 30th July 1881 within an area of 30 square miles, and for a further term of 30 years within an area of at least 4 square miles.

*Power of Company to surrender contract.*—Nil.

*Terms of working.*—The colliery to be charged with the cost of maintenance of the branch and sidings owned by it and 5 per cent. of its gross earnings for the use of rolling stock; all other charges for working the open line to be divided between the railway and colliery in proportion to their respective gross earnings.

*Rates and fares.*—Certain rates and fares have been sanctioned by Government.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1897 . . . . . | 11,46,340                           | 45,871          | 8,024         | 0.70                         | 88                          | 82.51                               |
| 1898 . . . . . | 12,00,698                           | 55,313          | 3,752         | 0.31                         | 142                         | 93.22                               |
| 1899 . . . . . | 12,83,416                           | 63,084          | 22,053        | 1.72                         | 162                         | 65.04                               |
| 1900 . . . . . | 12,84,373                           | 65,724          | 17,981        | 1.40                         | 169                         | 72.64                               |
| 1901 . . . . . | 16,30,162                           | 70,293          | 11,145        | 0.68                         | 123                         | 84.15                               |
| 1902 . . . . . | 16,44,446                           | 58,259          | 437           | 0.08                         | 102                         | 99.26                               |
| 1903 . . . . . | 16,62,082                           | 59,077          | —8,208        | —                            | 103                         | 113.89                              |
| 1904 . . . . . | 16,62,684                           | 56,108          | 13,158        | 0.79                         | 120                         | 76.65                               |
| 1905 . . . . . | 16,78,156                           | 59,439          | 27,210        | 1.62                         | 127                         | 54.23                               |
| 1906 . . . . . | 16,83,031                           | 65,115          | 25,052        | 1.49                         | 139                         | 61.52                               |

Number <sup>Main head 18</sup> <sub>Sub-heads (a) to (c)</sub> **JODHPUR-BIKANER RAILWAY SYSTEM—**

**Lines comprising the system.**—The Jodhpur-Bikaner railway system is made up of—

|  | Open line.<br>Miles. |
|--|----------------------|
| (a) Jodhpur-Bikaner (Jodhpur section) (3' 3½" gauge) . . . . .           | 463.89               |
| (b) Jodhpur-Bikaner (Bikaner section) (3' 3½" gauge) . . . . .           | 245.35               |
| (c) Jodhpur-Hyderabad railway (British section) (3' 3½" gauge) . . . . . | 123.98               |
| Total . . . . .  | 833.22               |

**18 (a) Jodhpur-Bikaner (Jodhpur section) (3' 3½" gauge)—**

**Details of construction—**

The open mileage of the section is 463.89 miles. First sanction to construction was accorded in 1881 and the line was opened through to the British frontier in 1900. The Merta city branch was opened in 1905.

*Permanent-way.*—The line is laid with 36-lb., 44-lb. and 50-lb. flat-footed steel rails. There are also some 36-lb. iron rails in the Merta city branch. The sleepers are steel trough, deodar and pine.

*Ballast.*—On the greater portion of the line the ballast consists of coarse sand, konkur and broken stone.

*Fencing.*—With the exception of a few stations, the line is unfenced.

*Curves.*—There are no curves with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient is 1 in 150.

**Terms of contracts—**

The railway is worked under the following contracts:—

*Contracts of*—13th July 1889 } (between the Government of India and the Jodhpur and Bikaner Durbars) for  
30th July 1889 } constructing and working the line.

The general conditions of the contracts are as follows:—

*Government aid.*—The line is the exclusive property of the two Durbars.

*Currency of contracts.*—These contracts may be modified at any time by mutual consent.

*Terms of working.*—Each Durbar to receive all the profits of the section of line belonging to that Durbar.

*Rates and fares.*—No provision was made for rates and fares in the contracts, but certain rates and fares were approved by executive order.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number Main head 18 **JODHPUR-BIKANER RAILWAY SYSTEM—contd.**  
Sub-heads (a) to (c).**18 (a) Jodhpur-Bikaner (Jodhpur section) (3' 3½" gauge)—concl'd.**

Statistics of working—

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1888           | 4,90,866                            | 40,361          | 23,110        | 4.62                         | 42                          | 42.74                               |
| 1889           | 8,09,985                            | 64,262          | 31,748        | 3.92                         | 38                          | 50.59                               |
| 1890           | 15,40,385                           | 1,70,601        | 1,12,505      | 7.30                         | 54                          | 34.30                               |
| 1891           | 21,22,593                           | 2,03,728        | 1,33,318      | 6.23                         | 62                          | 35.20                               |
| 1892           | 22,81,433                           | 3,18,703        | 1,91,677      | 8.40                         | 55                          | 39.88                               |
| 1893           | 22,80,006                           | 3,60,803        | 1,91,555      | 8.40                         | 56                          | 46.91                               |
| 1894           | 22,73,978                           | 3,50,358        | 1,92,258      | 8.45                         | 56                          | 55.56                               |
| 1895           | 22,73,334                           | 3,70,825        | 1,96,192      | 8.63                         | 58                          | 47.09                               |
| 1896           | 41,87,110                           | 6,12,839        | 3,34,361      | 7.99                         | 66                          | 45.44                               |
| 1897           | 60,59,552                           | 9,46,980        | 5,28,941      | 8.73                         | 74                          | 44.14                               |
| 1898           | 64,74,611                           | 8,31,765        | 4,33,895      | 6.70                         | 52                          | 47.83                               |
| 1899           | 64,49,374                           | 10,81,156       | 6,69,373      | 10.38                        | 65                          | 38.00                               |
| 1900           | 64,82,981                           | 9,74,738        | 5,69,246      | 8.85                         | 58                          | 41.60                               |
| 1901           | 61,78,323                           | 11,64,465       | 7,38,273      | 11.40                        | 70                          | 36.00                               |
| 1902           | 74,90,176                           | 11,22,658       | 7,44,709      | 9.94                         | 67                          | 35.66                               |
| 1903           | 1,00,85,594                         | 12,22,726       | 7,30,956      | 7.25                         | 73                          | 42.22                               |
| 1904           | 1,13,42,183                         | 13,09,097       | 11,66,844     | 10.29                        | 102                         | 38.88                               |
| 1905           | 1,14,29,508                         | 16,28,478       | 9,07,480      | 7.94                         | 81                          | 44.27                               |
| 1906           | 1,17,24,896                         | 15,67,073       | 7,14,856      | 6.10                         | 66                          | 54.39                               |
| 1907           | 1,18,69,421                         | 16,76,216       | 8,35,202      | 7.04                         | 71                          | 50.17                               |
| 1908           | 1,19,31,439                         | 16,34,708       | 8,91,196      | 7.47                         | 69                          | 45.46                               |
| 1909           | 1,21,96,440                         | 16,87,924       | 9,58,365      | 7.86                         | 71                          | 45.21                               |
| 1910           | 1,22,69,774                         | 19,16,344       | 11,01,294     | 8.98                         | 79                          | 42.33                               |
| 1911           | 1,22,77,615                         | 20,91,368       | 12,28,531     | 9.97                         | 87                          | 41.50                               |

**18 (b) Jodhpur-Bikaner (Bikaner section) (3' 3½" gauge)—**

Details of construction—

The section is 245.35 miles long. Its construction was first sanctioned in 1890 and it was opened through to Bhatinda in 1902.

*Permanent-way.*—The permanent-way consists of 36-lb. flat-footed steel rails on steel trough and deodar sleepers.

*Ballast.*—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

*Fencing.*—The line is unfenced, except at a few stations.

*Curves.*—There are no curves with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient is 1 in 150.

Terms of contracts—

See under Jodhpur section, 18 (a).

Statistics of working—

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1890           | 4,15,590                            | ...             | ...           | ...                          | ...                         | ...                                 |
| 1891           | 14,33,708                           | 5,139           | 2,721         | 0.19                         | 36                          | 46.99                               |
| 1892           | 9,48,622                            | 76,547          | 24,904        | 2.63                         | 34                          | 67.47                               |
| 1893           | 9,65,771                            | 66,725          | 25,735        | 2.66                         | 30                          | 61.43                               |
| 1894           | 9,69,407                            | 80,274          | 40,447        | 4.17                         | 35                          | 49.61                               |
| 1895           | 9,71,084                            | 86,539          | 45,096        | 4.64                         | 38                          | 47.89                               |
| 1896           | 9,73,294                            | 1,20,727        | 75,382        | 7.75                         | 53                          | 37.56                               |
| 1897           | 9,73,473                            | 1,17,010        | 65,504        | 6.73                         | 52                          | 34.02                               |
| 1898           | 22,14,152                           | 1,37,472        | 77,616        | 3.35                         | 31                          | 45.54                               |
| 1899           | 22,61,917                           | 1,74,589        | 1,04,344      | 3.65                         | 37                          | 40.22                               |
| 1900           | 32,60,432                           | 1,92,358        | 1,04,902      | 3.22                         | 43                          | 45.43                               |
| 1901           | 48,93,535                           | 2,46,875        | 1,05,697      | 2.16                         | 30                          | 57.18                               |
| 1902           | 52,49,339                           | 3,22,022        | 1,42,580      | 2.72                         | 30                          | 55.72                               |
| 1903           | 51,30,925                           | 3,25,329        | 2,66,197      | 5.19                         | 41                          | 49.83                               |
| 1904           | 50,93,549                           | 7,23,901        | 4,05,677      | 7.96                         | 57                          | 43.96                               |
| 1905           | 51,72,408                           | 8,83,452        | 5,62,383      | 10.87                        | 69                          | 36.34                               |
| 1906           | 52,70,205                           | 10,92,888       | 4,74,513      | 9.00                         | 86                          | 56.58                               |

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 18</sup>  
<sub>Sub-heads (a) to (c)</sub> . JODHPUR-BIKANER RAILWAY SYSTEM—concl'd.

## 18 (c) Jodhpur-Hyderabad (British section) (3' 3½" gauge)—

## Details of construction—

The line connects Hyderabad (Sind) with the Jodhpur system and is 123·98 miles long. Its construction was first sanctioned in 1891 and it was opened through in 1900.

*Permanent-way.*—The section is laid with 60-lb. iron, and 50-lb. and 4½-lb. flat-footed steel rails on deodar and Denham-Oliphants' cast-iron sleepers.

*Ballast.*—The ballast is of kunkur, stone and broken brick.

*Fencing.*—With the exception of a few stations, the line is unfenced.

*Curves.*—There are no curves with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient is 1 in 150.

## Terms of contract—

The railway is worked under the following agreement:—

*Agreement of.*—22nd December 1900 (between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner) for the construction of a railway, on the 3' 3½" gauge, from Balotra to Hyderabad and for working the section from the Jodhpur Frontier to Hyderabad.

The general conditions of the agreement are as follows:—

*Currency of agreement.*—As regards the working of the railway this agreement remains in force until determined by either party, on 12 months' notice, on the 1st day of January or the 1st day of June in any year.

*Terms of working.*—Working expenses, excluding maintenance, are divided between the British and Native State sections in the ratio of the gross earnings of each section. Maintenance charges to be actual cost for each section of line.

*Rates and fares.*—Maximum and minimum rates and fares and the classification in force on the North Western (State) railway from time to time to be in force on the British section.

*Note.*—Government of India, in letter No. 255 R. T., dated the 6th March 1900, approved of the Rajputana-Malwa railway classification of goods which is in force on the Native State section being adopted on the British section, the stipulation in agreement requiring the adoption of the North Western (State) railway classification remaining unaltered in case it may be considered desirable to enforce it hereafter.

## Statistics of working—

| TABLE I.       |                                     |                 |               |                              |           | TABLE II.                  |                             |                                     |   |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------|-----------------------------|-------------------------------------|---|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. | REMARKS.  |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.                         |                                     |   |
| 1891           | 2,31,401                            |                 |               |                              | 5,356     | —5,356                     | —                           |                                     |   |
| 1892           | 16,31,818                           | 33,206          | —1,949        |                              | 59,649    | —61,598                    | 29                          | 105·87                              | The figures of capital outlay in 1900 include the outlay on the Hyderabad-Bahokli section.                    |
| 1893           | 16,61,091                           | 1,30,817        | 16,171        | 0·99                         | 65,767    | —49,296                    | 43                          | 87·41                               |   |
| 1894           | 17,27,619                           | 1,15,222        | 36,062        | 2·04                         | 68,940    | —32,878                    | 47                          | 75·17                               |   |
| 1895           | 17,74,095                           | 1,68,139        | 46,900        | 2·63                         | 71,080    | —24,171                    | 55                          | 72·28                               |   |
| 1896           | 18,00,799                           | 1,87,503        | 64,376        | 3·57                         | 71,420    | —7,044                     | 61                          | 65·67                               |   |
| 1897           | 18,37,796                           | 2,05,182        | 59,113        | 3·23                         | 73,552    | —14,139                    | 67                          | 71·04                               |   |
| 1898           | 20,19,772                           | 2,22,647        | 70,159        | 3·47                         | 77,553    | —7,304                     | 73                          | 68·49                               | The gain to the State in 1901 was due to the completion of the line which was previously only partially open. |
| 1899           | 33,18,948                           | 2,25,242        | 88,193        | 2·64                         | 1,07,380  | —18,917                    | 74                          | 60·73                               |   |
| 1900           | 41,71,100                           | 1,93,211        | 65,993        | 1·10                         | 1,78,984  | —1,13,051                  | 65                          | 65·93                               |   |
| 1901           | 38,81,861                           | 4,24,307        | 1,73,367      | 4·47                         | 1,52,429  | + 21,138                   | 66                          | 59·09                               |   |
| 1902           | 40,45,372                           | 5,04,098        | 2,18,814      | 5·41                         | 1,59,771  | + 59,043                   | 78                          | 56·59                               |   |
| 1903           | 40,45,368                           | 5,84,094        | 2,92,379      | 6·43                         | 1,60,179  | +1,02,200                  | 91                          | 55·08                               |   |
| 1904           | 39,58,681                           | 6,48,748        | 3,45,006      | 8·72                         | 1,54,816  | +1,90,160                  | 101                         | 46·82                               |   |
| 1905           | 39,07,918                           | 7,23,989        | 3,69,092      | 9·30                         | 1,58,622  | +2,10,380                  | 112                         | 49·03                               |   |
| 1906           | 40,70,675                           | 8,91,456        | 5,11,938      | 12·58                        | 1,57,778  | +3,54,100                  | 138                         | 42·57                               |   |

Number <sup>Main head 19</sup>  
<sub>Sub-head (a)</sub> . MORVI RAILWAY (3' 3½" and 2' 6" gauges)—

The 2' 6" gauge connection between Wadhwan and Rajkot by this railway has been converted to the 3' 3½" gauge— from Wadhwan to Than Road, 31·3½ miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankar and Morvi has been retained on the 2' 6" gauge.

## Details of construction—

The line is 94·64 miles long, divided into the 3' 3½" gauge section (Wadhwan to Rajkot), 73·94 miles, and the 2' 6" gauge section (Vankar to Morvi and a quarry siding), 20·70 miles. The construction of the 3' 3½" gauge section was sanctioned in 1902 and this section was opened in 1903. The construction of the 2' 6" gauge section was sanctioned in 1883 and it was opened in 1887.

*Permanent-way.*—The permanent-way on the 3' 3½" gauge section consists of 4½-lb. flat-footed steel rails on half round teak and cross-sliced pine sleepers; and that on the 2' 6" gauge section consists of 29-lb. flat-footed steel rails on cross-sliced pine sleepers.

*Ballast.*—The line is ballasted with moorum (dis-integrated) trap.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve on the 3' 3½" gauge is of 950 feet radius; and that on the 2' 6" gauge is of 300 feet radius.

*Gradients.*—The ruling gradient is 1 in 150 on both gauges.

## Terms of contract—

The Morvi railway is owned by His Highness the Thakore Sahib of Morvi, and is under his control.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 19</sup> <sub>Sub-head (a)</sub> **MORVI RAILWAY (3' 3½" and 2' 6" gauges)—*concll.*****Statistics of working—**

| TABLE I.       |                                     |                 |                |                            | TABLE II.                    |                                     |
|----------------|-------------------------------------|-----------------|----------------|----------------------------|------------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings.  | Percent on capital outlay. | Earnings per mile per w. ek. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.            |                            | Rs.                          |                                     |
| 1886           | 6,88,671                            | 31,522          | Not available. | ...                        | 30                           | 103.28                              |
| 1887           | 11,90,500                           | 1,29,107        | 10,901         | 1.54                       | 39                           | 86.87                               |
| 1888           | 11,77,842                           | 1,62,987        | 21,981         | 1.87                       | 46                           | 89.44                               |
| 1889           | 12,46,800                           | 1,75,321        | 76,727         | 4.75                       | 50                           | 68.01                               |
| 1890           | 20,38,864                           | 2,30,327        | 87,550         | 4.32                       | 60                           | 70.34                               |
| 1891           | 20,55,599                           | 3,09,119        | 1,08,637       | 5.28                       | 63                           | 61.90                               |
| 1892           | 21,01,619                           | 3,09,171        | 1,30,370       | 6.19                       | 63                           | 57.83                               |
| 1893           | 21,57,565                           | 3,22,518        | 1,47,532       | 6.46                       | 66                           | 54.86                               |
| 1894           | 22,24,526                           | 3,20,348        | 1,47,967       | 6.42                       | 65                           | 58.46                               |
| 1895           | 23,00,396                           | 3,90,972        | 2,00,127       | 8.71                       | 75                           | 45.91                               |
| 1896           | 23,82,315                           | 3,86,883        | 1,81,621       | 7.62                       | 79                           | 53.06                               |
| 1897           | 24,76,557                           | 4,27,183        | 2,11,642       | 8.55                       | 87                           | 50.49                               |
| 1898           | 24,70,118                           | 3,76,220        | 1,66,390       | 6.61                       | 77                           | 76.41                               |
| 1899           | 25,06,114                           | 4,10,486        | 1,70,054       | 6.78                       | 86                           | 59.86                               |
| 1900           | 27,28,115                           | 4,23,308        | 1,55,704       | 5.72                       | 87                           | 62.49                               |
| 1901           | 27,58,132                           | 3,88,663        | 1,27,534       | 4.65                       | 73                           | 65.00                               |
| 1902           | 27,32,718                           | 3,05,058        | 1,13,299       | 4.14                       | 62                           | 62.86                               |
| 1903           | 27,88,452                           | 2,88,066        | 1,44,749       | 5.19                       | 61                           | 51.44                               |
| 1904           | 29,06,136                           | 3,74,636        | 1,88,569       | 6.55                       | 73                           | 46.73                               |
| 1905           | 43,90,517                           | 8,25,040        | 1,74,476       | 3.97                       | 69                           | 46.99                               |
| 1906           | 44,90,450                           | 8,07,560        | 1,59,584       | 3.55                       | 62                           | 48.11                               |

Number <sup>Main head 20</sup> <sub>Sub-heads (a) to (c)</sub> **ROHILKUND AND KUMAON RAILWAY SYSTEM—***Chairman.*—Sir Charles Turner, K.C.I.E.*Managing Director.*—Alexr. Izat, Esq., C.I.E., M.I.C.E.*Offices.*—237 Gresham House, Old Broad Street, London, E.C.*Lines comprising the system.*—The Rohilkund and Kumaon railway system is made up of—

|   | Open line. | Under construction or sanctioned for construction. | Total. |
|---|------------|--|--------|
|   | Miles.     | Miles.   | Miles. |
| (a) Rohilkund and Kumaon railway (3' 3½" gauge) | 117.87     | 84.12  | 201.99 |
| (b) Lucknow-Bareilly railway (3' 3½" gauge)     | 237.01     | ...  | 237.01 |
| (c) Pawan Light railway (2' 6" gauge)           | 30.50      | ...  | 30.50  |
| Total   | 385.41     | 84.12  | 469.53 |

**Running powers—***Home line over foreign line—*

|   | Miles. |
|---|--------|
| Bhojceppura to Bareilly, Lucknow-Bareilly railway, for passenger and goods trains | 12.00  |

*Foreign line over home line—*

|  | Miles. |
|--|--------|
| Bangal and North-Western, Daliganj to Aishlagh, for passenger and goods trains | 3.40   |

**20 (a) Rohilkund and Kumaon railway proper (3' 3½" gauge)—****Details of construction—**

The open mileage of the Rohilkund and Kumaon railway proper is 117.87 miles, made up of (1) main line, Bhojceppura to Kathgodam, 53.92 miles and (2) the Bareilly-Kasganj section, 63.95 miles.

The main line was sanctioned for construction in 1882 and opened in 1884. The portion of the Bareilly-Kasganj section from Bareilly to Soron was sanctioned in 1903 and opened in 1906 and the portion from Soron to Kasganj was taken over from the Rajputana-Malwa railway in 1906.

There are 84.12 miles under construction, *viz.*, (1) the Moradabad-Ramnagar branch, 47.69 miles; and (2) the Lalkua-Kashipur branch, 36.43 miles. The construction of these branches was sanctioned in 1903.

*Permanent-way.*—The permanent-way consists of 50-lb. steel rails on s&l sleepers.

*Ballast.*—The ballast consists of broken brick and shingle.

*Fencing.*—The line is partially fenced.

*Curves.*—There are no curves with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient is 1 in 70.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main head 20  
Sub-heads (a) to (c) **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

**20 (c) Rohilkund and Kumaon railway proper (3' 3½" gauge)—*contd.*****Terms of contracts—**

The Rohilkund and Kumaon and Lucknow-Bareilly railways are worked under the following contracts:—

**Contracts of—**12th October 1882.—Rohilkund and Kumaon Railway Company's original contract.

8th September 1890.—Contract for the working and maintenance of the Lucknow-Bareilly railway and the Company's line as one system. (Principal contract.)

31st December 1892.—Relating to advances of capital by Government.

5th February 1901.—Contract modifying the terms of the previous contracts.

24th April 1903.—Contract as to rate of exchange for purposes of contracts of 12th October 1882 and 8th September 1890.

15th July 1904.—Contract for construction of new branches and taking over a branch from Kasganj to Soron and other matters supplemental to contracts of 1882, 1890, 1901 and 1903.

The general conditions of the contracts are as follows:—

**Government aid.—Company's section.**—Government guaranteed interest at 4 per cent. in sterling on the capital expended up to £200,000 until the line was opened for traffic, but not for longer than the first two years of the contract; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from date of opening, which ceased on 31st December 1894. Land was provided free, subject to the condition that the Company pays on demand to Government the cost price of land purchased by the latter subsequent to the date of the principal contract.

**Lucknow-Bareilly section.**—The Company to raise £160,000 capital by debentures which Government guarantees as to repayment of capital and payment of interest, the Company undertaking to reimburse Government from its own funds any amount by which the guarantee may exceed the annual limit of Rs. 98,000. Land was provided free of charge.

**Note.**—All sums to be advanced by Government after the 31st December 1900 bear interest at the rate of 3½ per cent. per annum under the agreement dated the 5th February 1901.

**Terms of contract.**—The Lucknow-Bareilly section was taken over in an unfinished state by the Company which raised the sum of £160,837 by the issue of debentures for the purpose of completing it. The remainder of the capital expended has been supplied by Government. The contract provides that the railway shall be worked in conjunction with the Company's own line, a joint account of working expenses being kept and the total amount divided half-yearly between the State line and the Company's line in proportion to their respective gross earnings.

**Currency of contracts.**

(1) **Rohilkund and Kumaon railway contract.**—Government may terminate the contract at the end of the 30th year (i.e., on the 31st December 1912) or the 50th year (i.e., on the 31st December 1932), by giving 12 months' notice. If the contract terminates by such notice or by efflux of time, Government have to pay 25 times the average net earnings, deducting the Government share of surplus profits during the 5 years preceding the termination. Government may also determine the contract at any time on six months' notice, if the Company fails to observe its obligations, on payment of the value of permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment in which case the Company must remove its property within nine months from the termination of the contract, otherwise it becomes the property of the Government.

(2) **Lucknow-Bareilly railway.**—Government may determine the contract on the 31st December 1907, or on the 31st December of any subsequent year, by giving twelve months' notice. In the event, however, of the original contract, dated the 12th October 1882, terminating by efflux of time or under notice of purchase or notice of determination, this contract, *ipso facto*, also terminates at the same time. Government may also terminate the contract if the Company fails to observe its obligations after six months' notice. On determination of the contract Government resume possession of the State railway on payment to the Company of the amount of the capital received, or take over its liabilities with respect to such capital.

**Power of Company to surrender contract.**—Nil.

**Terms of working.—Company's section.**—During the period that the Government are liable to pay interest, after deducting working expenses, (which may include any single item of capital expenditure, not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), the surplus profits, after repayment of the guaranteed interest, go to the Company. Subsequently half the surplus profits, after 5 per cent. for the year (within a limit of £5,000 for each half-year), has been appropriated to the Company, are to be applied in repayment to Government of arrears of guaranteed interest and interest thereon. The other half and any ultimate surplus to belong to the Company. After the year ending 31st December 1897 Government to receive half the surplus profits in excess of 6 per cent.

**Note.**—It has been agreed that, in calculating the surplus profits for division, sums received by the Company as its share of the surplus profits of the Lucknow-Bareilly railway shall not be taken into account.

**Lucknow-Bareilly section.**—The working expenses of the system, (which may include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 20 for every mile of line open to traffic to be made half-yearly to Government for supervision), are divided between the Company's line and the State railway in proportion to their gross earnings, the profits of the State railway being applied (i) in meeting payment of interest on the debentures and of interest at 4 per cent. on any further capital supplied by the Company for the undertaking or advanced by Government; (ii) in payment to Government of interest at 4 per cent. on their capital in the undertaking; and (iii) the residue to be divided half-yearly between Government and the Company in the ratio of their respective shares of capital in the undertaking.

Any insufficiency of the profits to meet the charges under (i) that may be met by money supplied by Government shall be a cumulative preference charge against subsequent profits before division of residue.

**Rates and fares.**—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

(For Index see page 112.)

Number <sup>Main head 20</sup> <sub>Sub-heads (a) to (c)</sub> **ROHILKUND AND KUMAON RAILWAY SYSTEM—contd.**

**20 (a) Rohilkund and Kumaon railway proper (3' 3½" gauge)—concl'd.**

Statistics of working—

| TABLE I.       |                                     |                 |               |                               |                          |               |   | TABLE II.                   |                                     | REMARKS.          |
|----------------|-------------------------------------|-----------------|---------------|-------------------------------|--------------------------|---------------|---|-----------------------------|-------------------------------------|-------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Subsidy from Government. | Total income. | Percentage of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |                   |
|                | Rs.                                 | Rs.             | Rs.           |                               | Rs.                      | Rs.           |   | Rs.                         |                                     |                   |
| 1884           | 19,40,296                           | 26,543          | 1,734         | 0.09                          | ...                      | 1,734         | 0.09  | 51                          | 95.16                               | The large in-     |
| 1885           | 21,71,124                           | 238,572         | 40,153        | 1.85                          | 40,000                   | 80,153        | 3.69  | 68                          | 66.40                               | creases in the    |
| 1886           | 22,52,062                           | 3,00,191        | 88,832        | 3.92                          | 40,000                   | 1,28,832      | 5.50  | 86                          | 58.75                               | capital outlay    |
| 1887           | 22,91,619                           | 3,19,274        | 76,800        | 3.35                          | 40,000                   | 1,16,800      | 5.10  | 92                          | 63.42                               | since 1901 are    |
| 1888           | 23,40,100                           | 3,34,092        | 1,02,120      | 4.36                          | 40,000                   | 1,42,120      | 6.07  | 96                          | 57.05                               | due to the inclu- |
| 1889           | 23,96,624                           | 3,72,470        | 1,20,145      | 5.01                          | 40,000                   | 1,60,145      | 6.69  | 107                         | 56.94                               | sion of expendi-  |
| 1890           | 20,37,223                           | 3,14,834        | 1,11,003      | 5.45                          | 40,000                   | 1,51,003      | 7.41  | 90                          | 52.04                               | ture on branches  |
| 1891           | 20,40,158                           | 3,85,084        | 1,33,140      | 5.62                          | 20,000                   | 1,53,140      | 7.49  | 112                         | 58.22                               | under construc-   |
| 1892           | 20,58,575                           | 5,20,567        | 1,57,780      | 6.2                           | 40,000                   | 1,97,780      | 9.61  | 127                         | 54.17                               | tion; and the     |
| 1893           | 20,82,280                           | 4,25,909        | 1,44,180      | 6.17                          | 40,000                   | 1,84,180      | 8.80  | 124                         | 56.78                               | decreases in net  |
| 1894           | 20,80,440                           | 4,50,015        | 1,75,191      | 7.16                          | 40,000                   | 2,15,191      | 10.34   | 134                         | 52.91                               | earnings to the   |
| 1895           | 20,78,251                           | 4,04,504        | 1,52,973      | 7.36                          | ...                      | 1,52,973      | 7.36  | 118                         | 62.19                               | heavy outlay      |
| 1896           | 20,79,863                           | 4,26,065        | 1,54,595      | 7.43                          | ...                      | 1,54,595      | 7.43  | 125                         | 63.79                               | on relaying the   |
| 1897           | 21,20,448                           | 4,23,740        | 1,73,184      | 8.17                          | ...                      | 1,73,184      | 8.17  | 124                         | 50.34                               | main line and     |
| 1898           | 21,42,552                           | 4,62,308        | 2,21,899      | 10.36                         | ...                      | 2,21,899      | 10.36   | 135                         | 52.24                               | (in 1906) also to |
| 1899           | 21,48,313                           | 4,55,623        | 2,31,020      | 10.89                         | ...                      | 2,31,020      | 10.89   | 136                         | 49.74                               | the net earnings  |
| 1900           | 21,53,125                           | 4,37,572        | 2,28,048      | 10.59                         | ...                      | 2,28,048      | 10.59   | 136                         | 48.64                               | of the Bareilly-  |
| 1901           | 22,09,423                           | 3,84,311        | 2,69,896      | 9.50                          | ...                      | 2,69,896      | 9.50  | 112                         | 45.38                               | Soron extension   |
| 1902           | 23,31,911                           | 4,19,626        | 2,18,317      | 9.34                          | ...                      | 2,18,317      | 9.34  | 146                         | 46.83                               | having been cre-  |
| 1903           | 25,89,790                           | 4,13,147        | 2,20,405      | 8.51                          | ...                      | 2,20,405      | 8.51  | 121                         | 46.06                               | dit to capital.   |
| 1904           | 43,55,575                           | 4,18,787        | 2,21,103      | 5.15                          | ...                      | 2,21,103      | 5.15  | 123                         | 46.41                               |                   |
| 1905           | 93,34,849                           | 4,40,664        | 1,54,126      | 1.65                          | ...                      | 1,54,126      | 1.65  | 128                         | 65.02                               |                   |
| 1906           | 1,10,53,319                         | 8,03,007        | 1,79,124      | 1.54                          | ...                      | 1,79,124      | 1.54  | 124                         | 54.56                               |                   |

**20 (b) Lucknow-Bareilly railway (3' 3½" gauge) —**

Details of construction:—

The open mileage is 237.04 miles, and is divided into main line (Lucknow to Bareilly), 198.55 miles and branches 38.49 miles. Sanction to the construction of the main line was accorded in 1884 and it was opened through in 1891.

*Permanent-way*—The permanent-way consists of 4½-lb. and 50-lb. steel rails on sal sleepers.

*Ballast*—The ballast consists of broken bricks, kankur and shingle.

*Fencing*—The line is partially fenced.

*Curves*—There is only one curve with a radius of less than 1,000 feet.

*Gradients*—The ruling gradient is 1 in 100 except on the Dudhwa branch where it is 1 in 60.

Terms of contracts—

See under Rohilkund and Kumaon railway proper, 20 (a).

Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              |           |                                   | TABLE II.                   |                             |                             |                             |                           |                           |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|-----------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------|---------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Company's share of net earnings.* | BAREILLY PILIBHIT, 3' 3½".  | LUCKNOW-SHARADA, 3' 3½".    | LUCKNOW-BAREILLY, 3' 3½".   | Earnings per mile per week. | Pro. of exp. to earnings. | Pro. of exp. to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                               | Earnings per mile per week. | Earnings per mile per week. | Earnings per mile per week. |                             |                           |                           |
| 1883           | 4,84,915                            | ...             | ...           | ...                          | 11,192    | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1884           | 13,43,699                           | 102.9           | 8.9           | 0.06                         | 36,572    | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1885           | 25,45,567                           | 82,827          | 17,243        | 0.63                         | 53,247    | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1886           | 42,10,116                           | 1,15,296        | 28,722        | 0.68                         | 1,48,570  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1887           | 52,24,211                           | 2,92,470        | 67,924        | 1.30                         | 1,85,646  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1888           | 52,84,870                           | 3,52,327        | 99,031        | 1.87                         | 2,03,503  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1889           | 54,59,585                           | 4,23,781        | 1,47,968      | 2.70                         | 2,16,189  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1890           | 63,31,824                           | 4,56,738        | 1,32,336      | 2.02                         | 2,30,600  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1891           | 79,17,846                           | 4,95,068        | 1,73,011      | 2.19                         | 2,72,065  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1892           | 81,68,804                           | 6,82,836        | 2,74,601      | 3.36                         | 3,07,651  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1893           | 83,89,302                           | 7,28,878        | 2,78,541      | 3.26                         | 3,20,770  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1894           | 85,93,058                           | 9,72,269        | 4,48,218      | 5.22                         | 8,45,323  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1895           | 87,22,466                           | 8,25,934        | 3,13,116      | 3.59                         | 3,50,595  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1896           | 89,63,620                           | 8,27,509        | 3,02,071      | 3.37                         | 3,48,885  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1897           | 93,02,715                           | 8,27,371        | 3,35,776      | 3.61                         | 3,61,560  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1898           | 94,90,476                           | 10,31,088       | 5,00,200      | 5.27                         | 3,64,852  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1899           | 94,97,485                           | 12,72,160       | 6,33,355      | 6.63                         | 3,65,537  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1900           | 99,21,432                           | 12,53,861       | 6,51,957      | 6.57                         | 3,73,097  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1901           | 1,01,83,243                         | 13,72,520       | 7,58,124      | 7.44                         | 3,91,796  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1902           | 1,12,96,019                         | 14,53,829       | 7,69,568      | 6.81                         | 4,23,528  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1903           | 1,15,01,911                         | 14,03,266       | 7,48,609      | 6.51                         | 4,59,835  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1904           | 1,17,14,505                         | 14,84,124       | 7,67,071      | 6.61                         | 4,45,328  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1905           | 1,17,99,557                         | 15,47,488       | 8,20,992      | 6.96                         | 4,50,448  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |
| 1906           | 1,20,09,658                         | 16,55,250       | 8,36,782      | 6.97                         | 4,57,558  | ...                               | ...                         | ...                         | ...                         | ...                         | ...                       | ...                       |

\* Based on actual receipts and payments during the year.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 20</sup> Sub-heads (a) to (c). **ROHILKUND AND KUMAON RAILWAY SYSTEM—*concl'd.*****20 (c) Powayan Light railway (2' 6" gauge)—**

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

**Details of construction—**

This line, which connects Shahjahanpur with Meilani, is 39.50 miles long. Its construction was first sanctioned in 1889 and it was opened through in 1894.

*Permanent-way.*—The permanent-way consists of flat-footed steel rails, weighing 25 lbs. to the yard, laid on sal sleepers.

*Ballast.*—The line is ballasted with earth.

*Fencing.*—The line is unfenced except at stations.

*Curves.*—There are no curves with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient is 1 in 100.

**Terms of contracts—**

The Powayan Light railway is worked under the following contracts:—

*Contracts of*—1st July 1901 (between the Secretary of State and the Powayan Light Railway Company) for maintenance and working.

6th November 1902 (between the Secretary of State and the Rohilkund and Kumaon Railway Company) as to terms of working.

The general conditions of the contracts are as follows:—

*Government aid.*—Land.

*Currency of contract.*—The contract is terminable on the 31st December 1912 or at any time thereafter on one year's notice being given by either party.

*Terms of working.*—The working agency is to retain 70 per cent. of the gross earnings until the line is fully equipped, and thereafter the same percentage as that at which the whole open system is worked, subject to a minimum of 60 per cent. The percentage so retained may include any single item of capital expenditure not exceeding Rs. 200, subject to a maximum charge of Rs. 20 per mile in each half year.

*Rates and fares.*—The same rates and fares as may from time to time be applicable to the Lucknow-Bareilly railway.

**Statistics of working.—**

| TABLE I.       |                                     |                 |               |                             | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|-----------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                             | Rs.                         |                                     |
| 1901           | 8,41,038                            | 66,862          | 20,050        | 2.39                        | 33                          | 70.00                               |
| 1902           | 8,93,456                            | 75,675          | 22,521        | 2.52                        | 37                          | 70.24                               |
| 1903           | 8,94,619                            | 71,815          | 28,182        | 3.18                        | 35                          | 60.34                               |
| 1904           | 8,94,751                            | 78,015          | 30,537        | 3.46                        | 38                          | 60.34                               |
| 1905           | 8,94,751                            | 92,614          | 36,707        | 4.10                        | 45                          | 60.37                               |
| 1906           | 8,94,751                            | 99,566          | 39,491        | 4.41                        | 48                          | 60.34                               |

Number <sup>Main head 21</sup> Sub-heads (a) to (j). **SOUTH INDIAN RAILWAY SYSTEM—**

*Chairman.*—Sir Henry Kimble, Bart, M. P.

*Managing Director.*—Henry W. Notman, Esq.

*Offices.*—55, Grace Church Street, London, E. C.

**Lines comprising the system.**—The South Indian railway system is made up of—

|   | Open line.      | Under construction or sanctioned for construction. | Total.          |
|---|-----------------|--|-----------------|
|   | Miles.          | Miles.   | Miles.          |
| (a) South Indian railway (3' 3½" gauge)                                 | 1,134.00        | 13.88  | 1,147.88        |
| (b) Karaikkal-Poralam railway (3' 3½" gauge)                            | 14.65           | ...  | 14.65           |
| (c) Pondicherry railway (3' 3½" gauge)                                  | 7.85            | ...  | 7.85            |
| (d) Tanjore District Board railway (3' 3½" gauge)                       | 103.83          | ...  | 103.83          |
| (e) Tinnevely-Quilon (Travancore) (British section) (3' 3½" gauge)      | 50.48           | ...  | 50.48           |
| (f) Tinnevely-Quilon (Travancore) (Native state section) (3' 3½" gauge) | 57.98           | ...  | 57.98           |
| <b>Total</b>  | <b>1,364.32</b> | <b>13.88</b>                                       | <b>1,378.20</b> |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 21</sup><sub>Sub-heads (a) to (j)</sub> **SOUTH INDIAN RAILWAY SYSTEM—*contd.*****21 (a) South Indian railway proper (3' 3½" gauge)—****Details of construction—**

The total open mileage of the South Indian railway proper is 1,130·00 miles. This may be divided into (1) *Madras-Tuticorin section*, main line (Madras to Tuticorin), 416·54 miles; branches, 320·18 miles; (2) *Villupuram-Dharmavaram section*, main line (Villupuram to Dharmavaram), 279·18 miles; Gudur branch, 84·10 miles. First sanction to the construction of (1) was given in 1859 and it was opened through in 1879. (2) was sanctioned in 1888 and opened through in 1892.

In addition to the above there are 13·88 miles under construction.

*Permanent-way.*—The rails in use are 50-lb. and 52-lb. bull-headed steel, 56-lb. and 41½-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, Denham Olpherts' cast iron and wooden.

*Ballast.*—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

*Fencing.*—The line is fenced, with the exception of the Villupuram-Dharmavaram and Pakala-Gudur sections and the Pamban branch which are fenced only at stations.

*Curves.*—The sharpest curve is of 500 feet radius.

*Gradients.*—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Dharmavaram, Pakala-Gudur, Trichinopoly-Madura, and Karur-Erode sections where it is 1 in 100.

**Terms of contracts—**

The railway is worked under the following contracts:—

*Contracts of*—24th November 1890 (between the Secretary of State and the South Indian Railway Company) for working.

27th June 1901 (between the Secretary of State and the South Indian Railway Company) relating to the Pamban branch.

The general conditions of the contracts are as follows:—

*Terms of contract.*—The original South Indian Railway Company ceased to exist at the end of 1890, when the railway was purchased by the State. The purchase was effected by means of a cash payment to the Company, and all the contracts then subsisting between the Secretary of State and the Company were determined. The purchase price was £4,197,557.\* The Secretary of State assumed all liability in connection with the Company's debentures and debenture stock which is irredeemable. The present Company (practically the old one in a modified form) was constituted, with a capital of £1,000,000, as the agency for carrying on the working of the lines after their acquisition by the Government, and for completing a system of State lines which was under construction by the former Company at the date of the termination of its contract. Any further moneys required are provided either by the Secretary of State or raised by the Company under guarantee. Subject to the provision of the contract, all moneys raised by the Company become the absolute property of the Secretary of State.

|                                     |                  |
|-------------------------------------|------------------|
| Company's stock at date of purchase | £                |
| Premium                             | 3,208,280        |
|                                     | 969,277          |
|                                     | <u>4,197,557</u> |

*Currency of contract.*—Government may determine the contract on the 31st December 1910 or at the end of any succeeding fifth year, giving 12 months' previous notice. Government may also determine it by giving six months' notice should the Company fail to observe its obligations or the line be worked at a loss for not less than three half-years continuously. On the expiration of the contract Government are to take possession of the railway and all its appliances, repaying at par to the Company its capital of £1,000,000 and any further capital raised by it and paid to Government.

*Power of Company to surrender contract.*—Nil.

*Terms of working.*—After deducting working expenses (which shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year, and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government) the net receipts shall be applied in payment to Government of the equivalent in rupees of interest at 3 per cent. on £1,000,000, the Company's capital; at 4½ per cent. on £425,000, the irredeemable debenture stock of the old Company; at 3½ per cent. on the debenture stock issued and upon the principal moneys owing in respect of advances made for the Pamban branch; and 3 per cent. on the net expenditure shown by the capital advance, stores and capital accounts. After deducting the equivalent in rupees of the sums referred to above, the residue, if any, to be divided between Government and the Company in the ratio of the respective capital amounts contributed by each.

*Rates and fares.*—Certain maxima and minima have been fixed within which the Company is permitted to vary rates.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 21</sup> <sub>Sub-heads (a) to (f)</sub> **SOUTH INDIAN RAILWAY SYSTEM—contd.**

21(a) South Indian railway proper (3' 3½" gauge)—*concl'd.*

Statistics of working—

| TABLE I (INCLUDING THE TINNEVELLY-QUILON (TRAVANCORE) RAILWAY<br>(BRITISH AND NATIVE STATE SECTIONS) UP TO 1904). |  |                    |                  |                                    |           |  |                                  | TABLE II (INCLUDING<br>THE PONDICHERRY<br>RAILWAY UP TO 1904). |   |  |                   |   |   |
|---|--|--------------------|------------------|------------------------------------|-----------|--|----------------------------------|--|---|--|-------------------|---|---|
| Calendar<br>year.   | Capital<br>outlay<br>to end of<br>each year. | Gross<br>earnings. | Net<br>earnings. | Per cent.<br>on capital<br>outlay. | Interest. | Company's<br>share of<br>net earnings<br>* | Gain or<br>loss to the<br>State. | Calendar<br>year.  | Earnings<br>per<br>mile<br>per<br>week. | Proportion<br>of expenses<br>to earnings | Calendar<br>year. | Earnings<br>per<br>mile<br>per<br>week. | Proportion<br>of expenses<br>to earnings. |
|   | Rs.  | Rs.                | Rs.              |                                    | Rs.       | Rs.  | Rs.                              |  | Rs.                                     |  |                   | Rs.                                     |   |
| 1879  | 4,41,96,588                                  | 33,62,067          | 10,63,253        | 2.40                               | 20,95,296 | ...  | -10,31,953                       | 1861   | 77                                      | 47.45                                    | 1897              | 118                                     | 68.20                                     |
| 1880  | 4,46,77,075                                  | 35,59,593          | 9,30,017         | 2.08                               | 21,28,643 | ...  | -11,98,656                       | 1862   | 61                                      | 44.42                                    | 1898              | 159                                     | 68.98                                     |
| 1881  | 4,52,22,730                                  | 37,55,688          | 12,37,726        | 2.73                               | 21,30,568 | ...  | -8,92,842                        | 1863   | 74                                      | 44.60                                    | 1899              | 167                                     | 70.11                                     |
| 1882  | 4,53,69,280                                  | 37,58,714          | 14,02,328        | 3.09                               | 21,40,871 | ...  | -7,38,543                        | 1864   | 69                                      | 57.55                                    | 1900              | 181                                     | 57.50                                     |
| 1883  | 4,53,97,614                                  | 38,69,668          | 13,22,334        | 2.91                               | 21,46,579 | ...  | -8,24,245                        | 1865   | 79                                      | 49.23                                    | 1891              | 154                                     | 65.47                                     |
| 1884  | 4,57,51,662                                  | 41,89,043          | 14,92,491        | 3.19                               | 25,40,471 | ...  | -10,47,380                       | 1866   | 106                                     | 49.28                                    | 1892              | 137                                     | 63.01                                     |
| 1885  | 4,59,74,900                                  | 45,00,126          | 15,81,714        | 3.20                               | 27,02,145 | ...  | -11,20,131                       | 1867   | 86                                      | 49.66                                    | 1893              | 149                                     | 61.25                                     |
| 1886  | 5,15,40,174                                  | 49,20,476          | 14,75,914        | 2.86                               | 29,80,496 | ...  | -15,04,582                       | 1868   | 90                                      | 48.64                                    | 1904              | 118                                     | 58.99                                     |
| 1887  | 5,40,54,399                                  | 51,70,324          | 15,86,729        | 2.89                               | 31,25,720 | ...  | -15,48,991                       | 1869   | 84                                      | 64.14                                    | 1895              | 165                                     | 56.13                                     |
| 1888  | 5,57,01,978                                  | 56,58,683          | 16,31,692        | 2.92                               | 35,86,657 | ...  | -17,48,965                       | 1870   | 84                                      | 62.10                                    | 1896              | 165                                     | 54.89                                     |
| 1889  | 6,25,01,698                                  | 59,39,378          | 17,63,111        | 2.82                               | 35,29,935 | ...  | -17,06,824                       | 1871   | 84                                      | 55.61                                    | 1897              | 170                                     | 53.01                                     |
| 1890  | 7,27,15,494                                  | 64,25,510          | 26,67,305        | 3.66                               | 35,19,564 | 1,43,341                                   | -9,55,609                        | 1872   | 87                                      | 56.87                                    | 1898              | 157                                     | 54.50                                     |
| 1891  | 7,72,11,895                                  | 70,86,756          | 23,58,724        | 3.05                               | 35,89,756 | ...  | -12,31,013                       | 1873   | 120                                     | 48.94                                    | 1899              | 159                                     | 52.41                                     |
| 1892  | 7,82,83,761                                  | 77,14,906          | 27,77,005        | 3.55                               | 39,51,091 | ...  | -11,74,088                       | 1874   | 101                                     | 60.81                                    | 1901              | 166                                     | 50.27                                     |
| 1893  | 7,64,31,043                                  | 80,92,415          | 30,31,332        | 3.98                               | 38,58,152 | ...  | -8,25,820                        | 1875   | 96                                      | 48.16                                    | 1902              | 188                                     | 46.17                                     |
| 1894  | 7,61,13,362                                  | 80,16,559          | 32,83,865        | 4.30                               | 42,81,512 | 1,06,449                                   | -11,04,396                       | 1876   | 90                                      | 53.27                                    | 1903              | 189                                     | 45.60                                     |
| 1895  | 7,68,38,604                                  | 89,14,947          | 38,96,987        | 5.07                               | 43,77,475 | 2,56,271                                   | -6,15,632                        | 1877   | 107                                     | 50.88                                    | 1904              | 203                                     | 39.99                                     |
| 1896  | 7,67,61,325                                  | 89,15,581          | 40,27,489        | 5.11                               | 49,09,077 | 2,41,567                                   | -9,44,755                        | 1878   | 102                                     | 66.65                                    | 1904              | 214                                     | 44.35                                     |
| 1897  | 7,66,46,858                                  | 91,81,469          | 42,96,757        | 5.61                               | 38,76,142 | 3,55,340                                   | +95,225                          | 1879   | 105                                     | 68.98                                    | 1905              | 221                                     | 49.51                                     |
| 1898  | 7,45,21,873                                  | 84,67,581          | 38,25,327        | 5.15                               | 37,49,599 | 3,96,473                                   | -2,29,467                        | 1880   | 106                                     | 73.57                                    | 1906              | 237                                     | 55.61                                     |
| 1899  | 7,53,82,623                                  | 81,74,462          | 39,83,540        | 5.28                               | 36,39,891 | 2,47,468                                   | +98,041                          | 1881   | 109                                     | 67.04                                    |                   |   |   |
| 1900  | 7,69,70,119                                  | 89,04,825          | 43,97,916        | 5.71                               | 36,77,879 | 3,08,408                                   | +3,54,629                        | 1882   | 109                                     | 62.69                                    |                   |   |   |
| 1901  | 8,21,44,918                                  | 1,01,44,657        | 54,15,176        | 6.57                               | 37,23,736 | 4,20,540                                   | +12,34,900                       | 1883   | 112                                     | 65.43                                    |                   |   |   |
| 1902  | 8,49,97,236                                  | 1,05,98,282        | 57,11,244        | 6.72                               | 39,04,367 | 4,80,185                                   | +12,69,702                       | 1884   | 122                                     | 64.18                                    |                   |   |   |
| 1903  | 8,69,72,113                                  | 1,23,82,517        | 73,77,614        | 8.48                               | 40,28,063 | 6,96,450                                   | +26,53,126                       | 1885   | 132                                     | 65.12                                    |                   |   |   |
| 1904  | 10,01,55,636                                 | 1,28,18,085        | 71,16,981        | 7.11                               | 45,90,992 | 7,05,488                                   | +18,20,501                       | 1886   | 143                                     | 69.74                                    |                   |   |   |
| 1905  | 8,62,95,191                                  | 1,29,34,476        | 65,77,340        | 7.62                               | 27,08,867 | 6,52,963                                   | +32,15,497                       |  |   |  |                   |   |   |
| 1906  | 8,91,97,045                                  | 1,32,75,295        | 58,92,976        | 6.63                               | 27,89,511 | 5,66,743                                   | +25,86,772                       |  |   |  |                   |   |   |

21(b) Karaikkal-Peralam railway (3' 3½" gauge)—

The line is partly in British, and partly in French, territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

Details of construction—

The line is 14.65 miles long. Its construction was sanctioned in 1895 and it was opened in 1898.

*Permanent-way.*—The permanent-way consists of 11½ lb flat-footed steel rails laid on wooden and steel transverse sleepers.

*Ballast.*—The line is ballasted with laterite.

*Fencing.*—The line is fenced only at stations.

*Curves.*—There are no curves with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient is 1 in 200.

Terms of contract—

The railway is worked under the following contract:—

*Contract of*—27th March 1902 (between the Government of the French Settlements in India and the South Indian Railway Company) for working.

The general conditions of the contract are as follows:—

*Government aid.*—The land occupied by the portion in British territory has been made over by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

*Currency of contract.*—The contract is terminable by either party giving twelve months' notice to expire on the 30th June or 31st December in any year.

*Terms of working.*—The line is worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, plus 5 per cent. of the gross receipts of the line for the use of the main line rolling-machinery. If, at any time, the Company can show that the working of the railway involves an actual loss on the percentage term, the Government of the French Settlements in India have to make good the loss.

*Rates and fares.*—Same as on the South Indian railway.

\* Based on actual receipts and payments during the year.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number Main-head 21 SOUTH INDIAN RAILWAY SYSTEM—*contd.*  
Sub-heads (a) to (f)21(b) Karaikkal-Peralam railway (3' 3½" gauge)—*concl'd.*

Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1895 . . . . . | 4,750                               | ...             | ...           | ...                          | ...                         | ...                                 |
| 1896 . . . . . | 59,000                              | ...             | ...           | ...                          | ...                         | ...                                 |
| 1897 . . . . . | 5,93,082                            | ...             | ...           | ...                          | ...                         | ...                                 |
| 1898 . . . . . | 7,21,665                            | 19,733          | 7,855         | 1.09                         | 27                          | 60.19                               |
| 1899 . . . . . | 7,25,344                            | 27,685          | 9,037         | 1.25                         | 37                          | 67.36                               |
| 1900 . . . . . | 7,29,715                            | 24,608          | 9,178         | 1.30                         | 32                          | 61.48                               |
| 1901 . . . . . | 7,23,786                            | 30,150          | 13,314        | 1.84                         | 40                          | 56.28                               |
| 1902 . . . . . | 7,23,786                            | 32,736          | 14,619        | 2.02                         | 43                          | 55.34                               |
| 1903 . . . . . | 7,23,786                            | 38,933          | 19,861        | 2.74                         | 51                          | 48.98                               |
| 1904 . . . . . | 7,23,786                            | 36,945          | —20,432       | ...                          | 48                          | 179.66                              |
| 1905 . . . . . | 7,23,786                            | 36,922          | 4,406         | 0.61                         | 48                          | 88.07                               |
| 1906 . . . . . | 7,23,786                            | 39,035          | —4,420        | ..                           | 51                          | 111.32                              |

21(c) Pondicherry railway (3' 3½" gauge)—

The line is in French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian railway) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the French territory.

## Details of construction—

The line is 7.85 miles long. Its construction was sanctioned in 1878 and it was opened in 1879.

*Permanent-way.*—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers and with 4½-lb. flat-footed steel rails on wooden sleepers.

*Ballast.*—The line is ballasted with stone.

*Fencing.*—The line is fenced.

*Curves.*—The sharpest curve is of 495 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

## Terms of contract—

The railway is worked under the following contract :—

*Contract of.*—30th December 1890 (as renewed, between the South Indian Railway Company and the Pondicherry Railway Company) for working the line.

The general conditions of the contract are as follows :—

*Currency of contract.*—The contract will be terminable by either party on giving 6 months' notice expiring on the 31st December in any year.

*Terms of working.*—The line is worked for the same percentage of gross receipts as obtains on the "undertaking including the Pondicherry railway."

*Rates and fares.*—Same as on the South Indian railway

## Statistics of working—

| Calendar year.         | TABLE I.                            |                            |                            |                              | TABLE II.                   |                                     |
|------------------------|-------------------------------------|----------------------------|----------------------------|------------------------------|-----------------------------|-------------------------------------|
|                        | Capital outlay to end of each year. | Gross earnings.            | Net earnings.              | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                        | Rs.                                 | Rs.                        | Rs.                        |                              | Rs.                         |                                     |
| 1879 }<br>to<br>1889 } | Information not available.          | Information not available. | Information not available. | Information not available.   | Information not available.  | Information not available.          |
| 1890 . . . . .         | 5,68,543                            | ...                        | ...                        | ...                          | ...                         | ...                                 |
| 1891 . . . . .         | 5,68,543                            | 20,106                     | 20,107                     | 3.54                         | ...                         | ...                                 |
| 1892 . . . . .         | 5,68,543                            | 15,341                     | 15,341                     | 2.70                         | ...                         | ...                                 |
| 1893 . . . . .         | 5,68,543                            | 18,014                     | 18,014                     | 3.17                         | ...                         | ...                                 |
| 1894 . . . . .         | 5,68,543                            | 27,958                     | 18,425                     | 3.24                         | ...                         | ...                                 |
| 1895 . . . . .         | 5,68,543                            | 50,328                     | 22,711                     | 3.99                         | ...                         | ...                                 |
| 1896 . . . . .         | 5,68,543                            | 39,681                     | 17,776                     | 3.13                         | ...                         | ...                                 |
| 1897 . . . . .         | 5,68,543                            | 36,562                     | 17,169                     | 3.02                         | ...                         | ...                                 |
| 1898 . . . . .         | 5,68,543                            | 31,830                     | 14,394                     | 2.63                         | ...                         | ...                                 |
| 1899 . . . . .         | 5,68,543                            | 45,305                     | 21,627                     | 3.86                         | ...                         | ...                                 |
| 1900 . . . . .         | 5,68,543                            | 50,583                     | 23,193                     | 4.08                         | ...                         | ...                                 |
| 1901 . . . . .         | 5,68,543                            | 60,174                     | 32,366                     | 5.69                         | ...                         | ...                                 |
| 1902 . . . . .         | 5,68,543                            | 70,478                     | 37,960                     | 6.08                         | ...                         | ...                                 |
| 1903 . . . . .         | 5,68,543                            | 73,416                     | 44,258                     | 7.78                         | ...                         | ...                                 |
| 1904 . . . . .         | 5,68,543                            | 60,119                     | 33,662                     | 5.92                         | ...                         | ...                                 |
| 1905 . . . . .         | 5,68,543                            | 58,414                     | 29,827                     | 5.23                         | 143                         | 48.94                               |
| 1906 . . . . .         | 5,68,543                            | 55,026                     | 24,536                     | 4.32                         | 135                         | 55.41                               |

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 21</sup> <sub>Sub-heads (a) to (f)</sub>. SOUTH INDIAN RAILWAY SYSTEM—contd.

## 21(d) Tanjore District Board railway (3' 3½" gauge)—

This railway was constructed by the agency of the South Indian Railway Company, and the money for the railway was raised by the imposition, with the concurrence of the inhabitants or their representatives on the District Board, of a special cess of 3 pies in the rupee on all lands which would be served by the railway or benefited by its construction. It was entirely a new departure, and has opened the way for the provision of railways for which Government are unable to find the money immediately when the District Board has raised sufficient capital from its cess.

## Details of construction—

The open mileage (Mayavaram to Arantangi), including the quarry branch is 193·36 miles. Construction was first sanctioned in 1890 and the line was opened through in 1903.

*Permanent-way.*—The line is laid with 41½-lb. flat-footed steel and 40·3-lb. flat-footed iron rails on sāl, pyinkado, west coast teak and jarrah sleepers.

*Ballast.*—The Mayavaram-Mutapet section is ballasted with laterite and the Mutapet-Arantangi section is being ballasted with laterite over sand.

*Fencing.*—The line is fenced only at stations.

*Curves.*—The sharpest curve is of 1,146 feet radius.

*Gradients.*—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

## Terms of contract—

The railway is worked under the following contract:—

*Contract of*—22nd July 1897 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows:—

*Government aid.*—Land was provided free of cost.

*Terms of contract.*—The funds for the Mayavaram-Mutapet section were in the first instance provided in equal proportions by the Government of Madras from Provincial Revenues and by the Tanjore District Board from its railway guaranteed fund created by a special local cess. On the 1st January 1900 the Tanjore District Board took over the Government section and became sole owners—the purchase money, Rs. 12,34,720, being treated as a loan at 4 per cent. per annum. The extension of the line was carried out by the South Indian Railway Company at the cost of the Tanjore District Board.

*Currency of contract.*—Contract to remain in force until either party gives 12 months' notice expiring on the 31st December in any year. The Government of India reserve the right of taking over the whole of the railway at any time, on 12 months' notice, by assuming liability for any debentures which the District Board may have issued and by repayment of any further amounts which it may have spent out of its railway guaranteed fund. Under ordinary circumstances this condition will not be enforced up to 31st December 1920 (Government of India No. 303 R. C., dated 5th March 1898).

*Terms of working.*—The line is worked for the same percentage of gross receipts as obtains on the undertaking (which shall include any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor Work' subject to a maximum charge on such account of Rs. 15 per mile of line open in each half-year), plus 5 per cent. of the gross receipts of the line for use of rolling-stock.

*Rates and fares.*—To be agreed upon from time to time between Government and the Company within the maxima and minima in force on the undertaking.

## Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              |           |                            | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.                         |                                     |
| 1890 . . . . . | 61,509                              | ...             | ...           | ...                          | 1,230     | - 1,230                    | ...                         | ...                                 |
| 1891 . . . . . | 4,82,149                            | ...             | ...           | ...                          | 10,873    | -10,873                    | ...                         | ...                                 |
| 1892 . . . . . | 13,84,423                           | ...             | ...           | ...                          | 37,331    | -37,331                    | ...                         | ...                                 |
| 1893 . . . . . | 21,62,937                           | ...             | ...           | ...                          | 70,947    | -70,947                    | ...                         | ...                                 |
| 1894 . . . . . | 23,79,124                           | 1,63,460        | 62,942        | 2·65                         | 1,00,701  | -37,759                    | 103                         | 61·50                               |
| 1895 . . . . . | 24,47,153                           | 2,42,024        | 93,669        | 3·83                         | 95,760    | -2,031                     | 86                          | 61·30                               |
| 1896 . . . . . | 24,99,680                           | 2,47,772        | 99,361        | 4·06                         | 97,861    | + 1,300                    | 88                          | 59·90                               |
| 1897 . . . . . | 24,61,854                           | 2,66,061        | 1,11,436      | 4·47                         | 99,159    | +12,337                    | 95                          | 58·10                               |
| 1898 . . . . . | 24,94,505                           | 2,46,199        | 77,027        | 3·11                         | 99,843    | -22,216                    | 88                          | 68·47                               |
| 1899 . . . . . | 24,97,355                           | 2,42,016        | 96,794        | 3·88                         | 99,845    | -3,047                     | 86                          | 60·01                               |
| 1900 . . . . . | 26,50,776                           | 2,32,280        | 97,782        | 3·69                         | 1,02,734  | -4,952                     | 83                          | 53·02                               |
| 1901 . . . . . | 32,17,511                           | 2,90,637        | 1,35,765      | 4·22                         | 1,35,591  | -3,076                     | 103                         | 53·29                               |
| 1902 . . . . . | 38,18,902                           | 3,08,879        | 1,46,764      | 3·84                         | 1,03,157  | -16,393                    | 103                         | 52·44                               |
| 1903 . . . . . | 45,70,190                           | 3,90,747        | 2,09,167      | 4·58                         | 1,07,476  | +11,691                    | 106                         | 46·47                               |
| 1904 . . . . . | 46,32,763                           | 5,24,490        | 2,61,364      | 5·64                         | 2,25,868  | +35,496                    | 101                         | 50·17                               |
| 1905 . . . . . | 47,33,090                           | 5,66,690        | 2,63,302      | 5·61                         | 2,21,234  | +44,063                    | 113                         | 54·78                               |
| 1906 . . . . . | 47,98,375                           | 6,01,066        | 2,62,883      | 4·65                         | 2,34,646  | -1,813                     | 116                         | 61·26                               |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112]

Number <sup>Main head 21</sup>  
<sup>Sub-heads (a) to (f)</sup> **SOUTH INDIAN RAILWAY SYSTEM—*concl.*****21(e) Tinnevely-Quilon (Travancore) (British section) (3' 3½" gauge)—****Details of construction—**

The line is 50.48 miles long. Its construction was sanctioned in 1899 and it was opened in 1903.

*Permanent-way.*—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.

*Ballast.*—The line is ballasted throughout with broken stone.

*Fencing.*—The line is fenced at stations, and at a few places where it runs close to villages and public roads.

*Curves.*—The sharpest curve is of 1,432.5 feet radius.

*Gradients.*—The ruling gradient is 1 in 100.

**Terms of contract—**

The Travancore branch is worked under the following contract:—

*Contract of.*—27th June 1901 (between the Secretary of State and the South Indian Railway Company) for working.

The general conditions of the contract are as follows:—

*Government aid.*—Government guarantee interest at 3½ and 3¼ per cent. on the debentures to be raised by the South Indian Railway Company for the construction of the line.

*Currency of contract.*—The contract will remain in force until the principal contract for working the undertaking shall terminate.

*Terms of working.*—The branch is to be worked for the same percentage of working expenses to gross earnings as obtains on the undertaking, subject to maintenance for the first two years after opening being charged to capital. After meeting interest charges, the residue of net earnings to be divided between the Secretary of State and the Company in the proportions in which the residue of net revenue receipts of the undertaking are divisible under the principal contract. If the net earnings are not sufficient to meet interest charges of any half-year, the deficiency attributable to the section of railway within the Native State of Travancore to be borne by the Secretary of State, and that attributable to the section of railway outside the Native State to be borne by the Secretary of State and the Company in the proportions in which the residue of such net revenue receipts would have been divisible between them had there been any such residue.

As between Government and the Native State of Travancore the latter has under-written the guarantee of interest to the extent of the capital required for the construction of the line lying in its State, any excess of net earnings over interest charges attributable thereto being made over to and any deficiency being met by the Native State.

*Rates and fares.*—Same as on the South Indian railway.

**Statistics of working—**

| TABLE I.       |   |                             |                    |                     |                             |                                    |                             |                     |                             |  |         |                             | TABLE II. |  |   |  |
|----------------|---|-----------------------------|--------------------|---------------------|-----------------------------|------------------------------------|-----------------------------|---------------------|-----------------------------|--|---------|-----------------------------|-----------|--|---|--|
| Calendar year. | CAPITAL OUTLAY TO<br>END OF EACH<br>YEAR. |                             | GROSS<br>EARNINGS. | NET EARNINGS.       |                             | PER CENT. ON<br>CAPITAL<br>OUTLAY. |                             | INTEREST CHARGES.   |                             | GAIN OR LOSS.                          |         |                             |           | (INCLUDING<br>THE NATIVE<br>STATE<br>SECTION.) |   |  |
|                | British<br>section.                       | Native<br>State<br>section. |                    | British<br>section. | Native<br>State<br>section. | British<br>section.                | Native<br>State<br>section. | British<br>section. | Native<br>State<br>section. | British section.                       |         | Native<br>State<br>section. |           | Earnings<br>per mile<br>per week.              | Proportion<br>of expenses<br>to earnings. |  |
|                |   |                             |                    |                     |                             |                                    |                             |                     |                             | South<br>Indian<br>Railway<br>Company. | State.  |                             |           |  |   |  |
|                | Rs.                                       | Rs.                         | Rs.                | Rs.                 | Rs.                         |                                    |                             | Rs.                 | Rs.                         | Rs.                                    | Rs.     | Rs.                         | Rs.       | Rs.  | Rs.                                       |  |
| 1902           | } Included                                | with the South Indian       | railway proper     | ...                 | ...                         | ...                                | ...                         | ...                 | ...                         | ...                                    | ...     | ...                         | }         | 81   | 44.94                                     |  |
| 1903           |   |                             |                    |                     |                             |                                    |                             |                     |                             |  |         |                             |           | 101  | 41.15                                     |  |
| 1904           |   |                             |                    |                     |                             |                                    |                             |                     |                             |  |         |                             |           | 55   | 51.04                                     |  |
| 1905           | 43,40,925                                 | 1,17,84,077                 | 4,86,757           | 68,314              | 1,90,963                    | 1.57                               | 1.54                        | 1,49,273            | 3,99,750                    | —13,234                                | —67,695 | —2,18,787                   |           | 86   | 48.78                                     |  |
| 1906           | 43,62,235                                 | 1,18,26,747                 | 4,97,643           | 61,824              | 1,60,655                    | 1.42                               | 1.36                        | 1,49,700            | 3,98,235                    | —13,939                                | —73,917 | —2,34,270                   |           | 68   | 55.20                                     |  |

**21(f) Tinnevely-Quilon (Travancore) Native State section (3' 3½" gauge)—****Details of construction—**

The Native State section is 57.93 miles long. Its construction was sanctioned in 1899 and it was opened through in 1904.

*Permanent-way.*—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24.56 miles, between Ponalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

*Ballast.*—The line is ballasted throughout with broken stone.

*Fencing.*—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

*Curves.*—The sharpest curve is of 477 feet radius.

*Gradients.*—The ruling gradient between Quilon and Ponalur is 1 in 100 and between Ponalur and Shencottah 1 in 50.

**Terms of contract—**

The line is worked on the same terms as apply to the Tinnevely-Quilon (Travancore) British section [21 (e)].

**Statistics of working—**

See under British section [21 (e)]

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 22</sup>  
Sub-heads (a) to (m) **SOUTHERN MAHRATTA RAILWAY SYSTEM—**

*Chairman.*—Colonel Sir William S. S. Bisset, R.E., K.C.I.E.*Secretary.*—E. Z. Thornton, Esq.*Offices.*—46, Queen Anne's Gate, S. W.**Lines comprising the system.**—The Southern Mahratta railway system is made up of—

|  | Open<br>line.   | Under<br>construc-<br>tion or<br>sanctioned<br>for<br>construction. | Total.          |
|--|-----------------|---|-----------------|
|  | Miles.          | Miles.  | Miles.          |
| (a) Southern Mahratta railway (3' 3½" gauge) . . . . .                     | 1,043.04        | ...   | 1,043.04        |
| (b) Bellary-Rayadrug railway (3' 3½" gauge) . . . . .                      | 33.35           | ...   | 33.35           |
| (c) Birur-Shimoga railway (3' 3½" gauge) . . . . .                         | 37.92           | ...   | 37.92           |
| (d) Guntakal Mysore frontier railway (3' 3½" gauge) . . . . .              | 119.50          | ...   | 119.50          |
| (e) Hindupur (Yasvantpur-Mysore frontier) railway (3' 3½" gauge) . . . . . | 51.35           | ...   | 51.35           |
| (f) Ho-pot-Kottur railway (3' 3½" gauge) . . . . .                         | 48.03           | ...   | 48.03           |
| (g) Kolhapur railway (3' 3½" gauge) . . . . .                              | 29.27           | ...   | 29.27           |
| (h) Mysore-Nanjangud railway (3' 3½" gauge) . . . . .                      | 15.80           | ...   | 15.80           |
| (i) Mysore section (Southern Mahratta) (3' 3½" gauge) . . . . .            | 296.22          | ...   | 296.22          |
| (j) West of India Portuguese railway (3' 3½" gauge) . . . . .              | 51.10           | ...   | 51.10           |
| (k) Bravata Masulipatam railway (3' 3½" gauge) . . . . .                   | ...             | 49.47   | 49.47           |
| (l) Kurnool Road-Kurnool railway (3' 3½" gauge) . . . . .                  | ...             | 32.00   | 32.00           |
| (m) Sangli railway (3' 3½" gauge) . . . . .                                | ...             | 5.77  | 5.77            |
| <b>Total</b> . . . . .   | <b>1,724.53</b> | <b>87.24</b>  | <b>1,811.82</b> |

**Manning powers—***Home line over foreign line—*

Tadepalli to Bezwada, Madras railway (with East line) for passenger and goods trains . . . . . 2.97

**22(a) Southern Mahratta railway proper (3' 3½" gauge)—****Details of construction—**

The open mileage of the Southern Mahratta Railway proper is 1,042.04 miles. This may be divided into (1) main line (Portuguese frontier to Tadepalli) 509.97 miles, and (2) branches, 532.07 miles. Construction was first sanctioned in 1879 and the main line was opened through in 1890.

*Permanent-way.*—The rails in use are of 4½-lb., 50-lb. and 62-lb flat-footed steel. The sleepers are teak, jamba and steel trough.

*Ballast.*—The line is ballasted throughout the main line and Poona branch with stone, gravel and sand; the Harihar branch with stone, and the Bijapur branch with stone and gravel.

*Fencing.*—The line is only partially fenced.

*Curves.*—The sharpest curve on the main line is of 603 feet radius. The sharpest curve on the Poona branch is of 600 feet radius.

*Gradients.*—The ruling gradient is 1 in 100, except on the Ghats, between miles 0 and 3 on the main line, where the gradient is 1 in 40.

**Terms of contracts—**

The Southern Mahratta railway is worked under the following contracts:—

*Contract of*—1st June 1882.—Southern Mahratta Railway Company's principal contract.

28th October 1885.—Contract supplemental to that of 1882, for construction and working of the West Deccan railway.

31st August 1887.—Contract supplemental to those of 1882 and 1885, for construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

27th February 1889.—Contract supplemental to those of 1882, 1885 and 1887, for completion and working of the Bellary-Kistna railway.

The general conditions of the contracts are as follows:—

*Government aid.*—Interest in sterling on share capital at 3½ per cent. is guaranteed, and an additional ½ per cent. until 31st December 1890.

*Terms of contract.*—The contract provides that the Company raise £5,000,000, and that any further moneys required shall be supplied by the Secretary of State.

*Currency of contract.*—The contract is current for a period of 50 years. Government may however determine the contract after 25, 35 or 45 years (i.e., on 30th June 1907, 30th June 1917, or 30th June 1927), on one year's previous notice; or on six months' notice given at any time if the Company fails to observe its obligations, or the line is worked at a loss for three consecutive half-years. Upon determination of the contract by efflux of time or by notice Government have to repay to the Company the amount of the par value of the share capital paid to Government.

*NOTE.*—On the 21st June 1906 the Secretary of State for India gave notice of his intention to determine on the 30th June 1907, the contract of the 1st June 1882 and all contracts supplemental thereto. But he has since permitted the Company to continue the working as at present up to 30th June 1906.

*Power of Company to surrender contracts.*—The Company may determine the contracts on the 30th June in any year by giving one year's previous notice.

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 22</sup>  
<sup>Sub-heads (a) to (m)</sup> **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*****22(a) Southern Mahratta railway proper (3' 3½" gauge)—*concl'd.*****Terms of contracts—*concl'd.***

*Terms of working.*—Up to the 31st December 1890 after deducting working expenses (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor work,' subject to a maximum charge on such account of Rs. 23,000 in each half-year and a payment of Rs. 40 for every mile of line open to traffic to be made half-yearly to Government for supervision), the net receipts belonged to Government, unless one-fourth part of the same exceeded the extra guarantee of ½ per cent., in which case the amount of the excess was payable to the Company. After 31st December 1890 three-fourths of the net receipts are paid to Government and one-fourth to the Company.

*Rates and fares.*—To be fixed from time to time by the Company with the approval of Government.

**Statistics of working—**

| Calendar year. | TABLE I.                            |                 |               |                              |           |                                  |                            | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------------|----------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Company's share of net earnings. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                              | Rs.                        | Rs.                         |                                     |
| 1884 . . . . . | 2,77,07,721                         | 2,13,059        | —18,131       | ...                          | 14,77,195 | ...                              | —14,55,337                 | 50                          | 108.51                              |
| 1885 . . . . . | 3,68,00,076                         | 8,66,236        | 1,40,238      | 0.58                         | 19,81,340 | ...                              | —18,41,102                 | 63                          | 83.80                               |
| 1886 . . . . . | 6,15,07,620                         | 16,31,918       | 4,88,302      | 0.79                         | 26,43,220 | ...                              | —21,54,828                 | 92                          | 69.83                               |
| 1887 . . . . . | 7,87,73,163                         | 30,32,417       | 10,03,624     | 1.27                         | 31,64,086 | ...                              | —24,60,462                 | 87                          | 66.01                               |
| 1888 . . . . . | 8,68,81,288                         | 35,38,616       | 8,85,493      | 1.01                         | 31,89,505 | ...                              | —23,04,012                 | 86                          | 75.70                               |
| 1889 . . . . . | 9,18,52,138                         | 40,31,604       | 9,61,618      | 1.04                         | 32,91,520 | 41,700                           | —23,71,602                 | 88                          | 76.15                               |
| 1890 . . . . . | 9,82,85,016                         | 41,71,095       | 9,14,664      | 0.98                         | 31,39,444 | 30,036                           | —22,54,816                 | 85                          | 78.19                               |
| 1891 . . . . . | 9,42,66,041                         | 47,60,567       | 16,29,919     | 1.72                         | 35,59,851 | 2,58,845                         | —22,18,777                 | 89                          | 65.76                               |
| 1892 . . . . . | 9,61,10,671                         | 44,33,107       | 13,47,959     | 1.40                         | 31,75,511 | 3,43,266                         | —21,80,778                 | 82                          | 68.69                               |
| 1893 . . . . . | 9,45,71,662                         | 57,29,918       | 23,16,567     | 2.45                         | 35,42,479 | 5,84,949                         | —17,60,861                 | 106                         | 59.60                               |
| 1894 . . . . . | 9,51,44,406                         | 54,50,342       | 20,18,567     | 2.12                         | 45,87,508 | 5,57,556                         | —31,26,587                 | 108                         | 65.44                               |
| 1895 . . . . . | 9,56,02,591                         | 64,68,011       | 23,98,948     | 2.71                         | 46,80,290 | 5,22,407                         | —26,13,740                 | 119                         | 59.65                               |
| 1896 . . . . . | 9,60,94,786                         | 67,12,230       | 29,11,959     | 3.03                         | 44,45,740 | 7,28,698                         | —22,57,479                 | 124                         | 56.59                               |
| 1897 . . . . . | 9,67,12,838                         | 64,92,310       | 27,62,625     | 2.84                         | 42,62,886 | 6,97,133                         | —21,77,394                 | 119                         | 56.96                               |
| 1898 . . . . . | 9,74,67,550                         | 50,61,371       | 15,02,414     | 1.54                         | 41,10,275 | 5,44,277                         | —31,52,138                 | 93                          | 70.32                               |
| 1899 . . . . . | 9,78,00,580                         | 58,70,616       | 18,95,002     | 1.94                         | 40,10,557 | 3,85,332                         | —25,00,887                 | 108                         | 67.72                               |
| 1900 . . . . . | 9,82,62,274                         | 64,06,526       | 22,83,366     | 2.32                         | 40,02,119 | 5,51,907                         | —23,00,560                 | 119                         | 64.69                               |
| 1901 . . . . . | 9,84,64,119                         | 58,29,471       | 17,31,134     | 1.75                         | 40,42,851 | 4,92,739                         | —26,04,445                 | 107                         | 70.30                               |
| 1902 . . . . . | 9,85,13,731                         | 64,50,486       | 23,09,904     | 2.34                         | 40,79,645 | 5,03,168                         | —22,72,005                 | 119                         | 64.24                               |
| 1903 . . . . . | 9,88,51,177                         | 66,72,302       | 25,50,721     | 2.58                         | 40,94,981 | 6,01,133                         | —21,45,393                 | 123                         | 61.77                               |
| 1904 . . . . . | 9,91,38,895                         | 73,48,458       | 26,97,722     | 2.72                         | 41,08,930 | 7,20,960                         | —21,32,168                 | 135                         | 63.99                               |
| 1905 . . . . . | 10,13,39,322                        | 76,67,700       | 30,16,473     | 2.98                         | 41,37,632 | 6,20,761                         | —17,41,923                 | 141                         | 60.66                               |
| 1906 . . . . . | 10,16,90,315                        | 82,82,914       | 33,10,570     | 3.26                         | 42,08,005 | 8,76,167                         | —17,73,602                 | 152                         | 60.03                               |

**22(b) Bellary-Rayadrug railway (3' 3½" gauge)—**

The construction of the Bellary-Rayadrug railway by the agency of the Southern Mahratta Railway Company was sanctioned with the object of increasing facilities for distributing food to the population in the Madras Presidency and of lessening the difficulties and troubles incidental to the periods of scarcity.

**Details of construction—**

The line is 33.35 miles long. It was sanctioned in 1902 and opened in 1905.

*Permanent-way.*—The permanent-way consists chiefly of flat-footed steel rails, weighing between 41½ and 39 lbs. per yard, laid on teak, jamba and Australian eucalyptus sleepers.

*Ballast.*—The ballast consists of broken stone, sand and moorum.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 573 feet radius.

*Gradients.*—The ruling gradient is 1 in 60.

**Terms of contract—**

The line is worked under an agreement (between the Secretary of State and the Southern Mahratta Railway Company) sanctioned under Government of India, Public Works Department (Railways) No. 1144 R. T., dated the 26th December 1904.

The general conditions of the agreement are as follows :—

*Government aid.*—The line is the property of Government.

*Currency of agreement.*—The agreement is terminable at the close of any calendar half-year on twelve months' notice being given by either party.

*Terms of working.*—Actual cost with a lump sum charge of 11½ annas per train-mile for locomotive and carriage and wagon expenses and for traffic expenses connected with subordinate superintendence, train staff, lighting and general stores, clothing, printing, stationery and tickets.

*Rates and fares.*—To be fixed from time to time by the Company with the approval of Government.

\* Based on actual receipts and payments during the year.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 22</sup> <sub>Sub-heads (a) to (m)</sub> SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

22(b) Bellary-Rayadrug railway (3' 3½" gauge)—concl'd.

Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |   |           |                            | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|---|-----------|----------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage of net earnings on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           | ...   | Rs.       | Rs.                        | Rs.                         |                                     |
| 1905           | 7,70,179                            | 17,040          | —2,864        | ...   | 14,102    | —16,966                    | 19                          | 116.81                              |
| 1906           | 7,78,472                            | 37,918          | 2,535         | 0.33  | 26,771    | —24,236                    | 22                          | 93.32                               |

22(c) Birur-Shimoga railway (3' 3½" gauge)—

Details of construction—

The line is 37.92 miles long. Its construction was sanctioned in 1896 and it was opened in 1899.

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

*Ballast.*—The line is ballasted throughout with stone and sand.

*Fencing.*—The line is unfenced except for a very short length.

*Curves.*—The sharpest curve is of 1,500 feet radius.

*Gradients.*—The ruling gradient is 1 in 89.

Terms of contract—

The Hindupur and Birur-Shimoga railways are worked under the following contract:—

*Contract of*—2nd December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows:—

*Government aid.*—The lines are the property of the Mysore State.

*Currency of contract.*—Either party may determine the contract, on giving twelve months' notice, on the 31st December 1904, or on the 1st January or 1st July in any year thereafter. If not determined sooner, the agreement terminates, without prior notice, on the date the Mysore contract of the 31st August 1887 terminates. On the determination of the contract the Mysore Government resume possession of the railway and take over the liabilities incurred by the Company on behalf of the railway, and the working stores belonging to the railway, at a valuation.

*Terms of working.*—The working expenses of the system, excluding expenditure on New Minor Works, are divided between these railways and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Mysore Durbar.

*Rates and fares.*—To be fixed from time to time by the Company with the approval of Government.

Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1896           | 2,90,226                            | ...             | ...           | ...                          | ...                         | ...                                 |
| 1897           | 6,27,264                            | ...             | ...           | ...                          | ...                         | ...                                 |
| 1898           | 15,70,079                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1899           | 20,85,475                           | 6,186           | 1,851         | 0.09                         | 37                          | 69.59                               |
| 1900           | 22,94,457                           | 66,327          | 24,219        | 1.06                         | 34                          | 63.43                               |
| 1901           | 24,01,338                           | 62,058          | 16,393        | 0.71                         | 31                          | 72.62                               |
| 1902           | 24,05,667                           | 64,006          | 23,367        | 0.97                         | 33                          | 63.83                               |
| 1903           | 24,07,802                           | 61,520          | 24,206        | 1.01                         | 31                          | 80.65                               |
| 1904           | 24,06,391                           | 68,224          | 24,624        | 1.02                         | 35                          | 63.90                               |
| 1905           | 23,98,543                           | 80,672          | 31,102        | 1.30                         | 41                          | 61.45                               |
| 1906           | 23,94,973                           | 1,11,176        | 44,989        | 1.88                         | 56                          | 59.53                               |

22(d) Guntakul-Mysore frontier railway (3' 3½" gauge)—

Details of construction—

The line is 119.50 miles long. Its construction was sanctioned in 1889 and it was opened in 1893.

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails on steel trough sleepers.

*Ballast.*—The line is ballasted throughout with stone.

*Fencing.*—The line is partially fenced.

*Curves.*—The sharpest curve has a radius of 600 feet.

*Gradients.*—The ruling gradient is 1 in 100.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 25</sup> Sub-heads (a) to (m) **SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.****22(d) Guntakul-Mysore frontier railway (3' 3½" gauge)—concl'd.****Terms of contract—**

The Guntakul-Mysore frontier railway is worked under the following contract:—

*Contract of*—21st August 1898 (between the Secretary of State and the Southern Mahratta Railway Company) for construction and working.

The general conditions of the contract are as follows:—

*Government aid.*—The line is the property of Government.*Currency of contract.*—The same as in the case of the Southern Mahratta railway.*Power of Company to surrender contract.*—The same as in the case of the Southern Mahratta railway.*Terms of working.*—The working expenses of the entire system of railways worked by the Company (including this railway), exclusive of Government supervision charges of the Southern Mahratta railway and the Mysore section, are divided between this railway and the other railways worked in proportion to their gross receipts. This railway's share of the working expenses is retained from its gross receipts. The residuo is paid to Government.*Rates and fares.*—To be fixed from time to time by the Company with the approval of Government.**Statistics of working—**

| Calendar year. | TABLE I.                            |                 |               |                              |           |                            | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.                         |                                     |
| 1893           | 58,39,606                           | 1,97,374        | 78,955        | 1.35                         | 4,67,933  | —3,84,978                  | 38                          | 60.00                               |
| 1894           | 58,58,414                           | 3,68,951        | 1,27,574      | 2.18                         | 2,34,529  | —1,66,655                  | 19                          | 65.34                               |
| 1895           | 58,71,739                           | 4,39,329        | 1,81,657      | 3.09                         | 2,34,639  | —52,982                    | 71                          | 58.65                               |
| 1896           | 59,00,158                           | 4,80,992        | 2,10,690      | 3.57                         | 2,35,666  | —24,926                    | 77                          | 56.20                               |
| 1897           | 59,02,498                           | 6,38,278        | 2,75,983      | 4.68                         | 2,36,000  | + 39,983                   | 103                         | 56.76                               |
| 1898           | 58,99,866                           | 4,25,702        | 1,32,471      | 2.25                         | 2,36,026  | —1,03,555                  | 69                          | 68.98                               |
| 1899           | 58,98,608                           | 3,84,820        | 1,28,459      | 2.18                         | 2,35,996  | —1,07,537                  | 62                          | 66.62                               |
| 1900           | 59,00,046                           | 4,36,116        | 1,57,837      | 2.68                         | 2,35,960  | —78,123                    | 70                          | 63.81                               |
| 1901           | 59,02,543                           | 4,47,313        | 1,36,659      | 2.33                         | 2,36,115  | —99,456                    | 73                          | 69.45                               |
| 1902           | 59,04,714                           | 4,73,472        | 1,74,420      | 2.95                         | 2,36,107  | —61,787                    | 76                          | 63.23                               |
| 1903           | 59,07,192                           | 4,96,481        | 1,97,075      | 3.34                         | 2,36,237  | —39,152                    | 80                          | 60.31                               |
| 1904           | 59,14,170                           | 7,54,378        | 3,73,879      | 4.63                         | 2,36,372  | + 37,507                   | 121                         | 63.69                               |
| 1905           | 59,21,993                           | 8,07,874        | 3,34,829      | 5.65                         | 2,36,758  | + 94,977                   | 130                         | 59.55                               |
| 1906           | 59,24,987                           | 8,81,386        | 3,61,350      | 6.10                         | 2,36,895  | + 1,34,455                 | 142                         | 59.00                               |

**22(e) Hindupur (Yesvantpur-Mysore frontier) railway (3' 3½" gauge)—****Details of construction—**

The line is 51.35 miles long. Its construction was sanctioned in 1890 and it was opened in 1893.

*Permanent-way.*—The rails on the ghat section are 50-lb. flat-footed steel, State railway type, and 41½-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.*Ballast.*—The line is ballasted throughout with stone.*Fencing.*—The line is fenced throughout.*Curves.*—The sharpest curve has a radius of 660 feet.*Gradients.*—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghat section.*Terms of contract.*—See under Birur-Shimoga railway, 22 (c).**Statistics of working—**

| Calendar year. | TABLE I.                            |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1892           | 24,41,741                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1893           | 24,46,180                           | 57,035          | 22,708        | 0.93                         | 39                          | 60.60                               |
| 1894           | 24,51,399                           | 1,61,704        | 58,504        | 2.32                         | 61                          | 65.06                               |
| 1895           | 24,19,698                           | 1,92,159        | 79,866        | 3.30                         | 73                          | 55.43                               |
| 1896           | 28,94,762                           | 2,23,900        | 99,592        | 4.16                         | 84                          | 55.50                               |
| 1897           | 24,79,310                           | 2,69,527        | 1,14,358      | 4.77                         | 101                         | 56.09                               |
| 1898           | 24,08,316                           | 1,84,981        | 56,439        | 2.26                         | 67                          | 63.66                               |
| 1899           | 24,98,192                           | 1,49,363        | 50,528        | 2.02                         | 56                          | 66.17                               |
| 1900           | 24,98,047                           | 1,84,183        | 67,135        | 2.69                         | 70                          | 61.32                               |
| 1901           | 24,94,729                           | 1,97,798        | 60,734        | 2.43                         | 74                          | 60.20                               |
| 1902           | 24,97,811                           | 2,13,486        | 77,908        | 3.12                         | 80                          | 63.51                               |
| 1903           | 24,97,306                           | 2,42,695        | 96,159        | 3.85                         | 91                          | 60.38                               |
| 1904           | 24,84,842                           | 3,67,923        | 1,33,715      | 5.37                         | 138                         | 63.66                               |
| 1905           | 24,88,944                           | 3,73,903        | 1,54,872      | 6.22                         | 140                         | 59.59                               |
| 1906           | 25,00,014                           | 4,03,306        | 1,63,788      | 6.55                         | 151                         | 59.40                               |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 22</sup> <sup>Sub-heads (a) to (m)</sup> **SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

**22(f) Hospet-Kottur railway (3' 3½" gauge)—**

The same remarks apply to this railway as are made against the Bellary-Rayadrug railway, 22 (b).

**Details of construction—**

The line is 18·03 miles long. Its construction was sanctioned in 1902 and it was opened in 1905.

*Permanent-way.*—The permanent-way consists of 44-lb. flat-footed steel rails on pine, jamba and teak sleepers.

*Ballast.*—The line is being ballasted with gravel, stone and sand.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 575 feet radius.

*Gradients.*—The ruling gradient is 1 in 60.

**Terms of contract—**

The same as apply to the Bellary-Rayadrug railway, 22 (b).

**Statistics of working—**

| Calendar year. | TABLE I.                            |                 |               |                               |            |                            | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|-------------------------------|------------|----------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Percentage on capital outlay. | Interest.  | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1905 . . . . . | Rs. 13,81,630                       | Rs. 29,230      | Rs. -6,975    | ...                           | Rs. 48,242 | Rs. -55,217                | 17                          | 123·86                              |
| 1906 . . . . . | 11,65,516                           | 51,892          | 2,508         | 0·17                          | 52,442     | -49,944                    | 23                          | 35·17                               |

**22(g) Kolhapur railway (3' 3½" gauge)—****Details of construction—**

The line is 29·27 miles long. Its construction was sanctioned in 1888 and it was opened in 1891.

*Permanent-way.*—The permanent-way consists of 44-lb. flat-footed steel rails on steel trough sleepers.

*Ballast.*—The line is ballasted throughout with gravel and sand.

*Fencing.*—The line is unfenced except for a very short length.

*Curves.*—There are no curves with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient is 1 in 100.

**Terms of contract—**

The Kolhapur railway is worked under the following contract:—

*Contract of.*—17th July 1891 (between the Kolhapur Durbar and the Southern Mahratta Railway Company) for maintenance and working.

The general conditions of the contract are as follows:—

*Government aid.*—The line is the property of the Kolhapur State.

*Currency of contract.*—The contract may be terminated, by either party on six months' notice.

*Terms of working.*—The working expenses of the system, excluding Government supervision charges and New Minor Works, are divided between this railway and the others comprising the system in proportion to their gross earnings. The Company retains the share attributable to these lines (which includes any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), and pays the residue to the Kolhapur Durbar.

*Rates and fares.*—The same as in force on the Southern Mahratta railway.

**Statistics of working—**

| Calendar year. | TABLE I.                            |                 |               |                             | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|-----------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1889 . . . . . | Rs. 18,59,602                       | Rs. ...         | Rs. ...       | ...                         | Rs. ...                     | ...                                 |
| 1890 . . . . . | 21,37,690                           | ...             | ...           | ...                         | ...                         | ...                                 |
| 1891 . . . . . | 27,16,183                           | 58,381          | 20,866        | 0·90                        | 60                          | 64·26                               |
| 1892 . . . . . | 28,81,946                           | 90,793          | 29,182        | 1·29                        | 55                          | 67·72                               |
| 1893 . . . . . | 23,21,687                           | 1,88,066        | 49,981        | 2·15                        | 78                          | 57·67                               |
| 1894 . . . . . | 23,08,817                           | 1,23,330        | 43,332        | 1·89                        | 82                          | 64·64                               |
| 1895 . . . . . | 23,09,206                           | 1,21,147        | 51,066        | 2·15                        | 80                          | 57·90                               |
| 1896 . . . . . | 23,05,912                           | 1,21,655        | 54,305        | 2·35                        | 80                          | 55·36                               |
| 1897 . . . . . | 23,24,837                           | 94,630          | 41,981        | 1·80                        | 63                          | 55·34                               |
| 1898 . . . . . | 23,24,807                           | 78,271          | 21,201        | 1·04                        | 53                          | 69·08                               |
| 1899 . . . . . | 23,24,807                           | 99,195          | 38,986        | 1·46                        | 66                          | 65·74                               |
| 1900 . . . . . | 23,24,807                           | 1,24,215        | 44,875        | 1·93                        | 82                          | 68·87                               |
| 1901 . . . . . | 23,24,807                           | 1,14,114        | 38,780        | 1·54                        | 75                          | 68·67                               |
| 1902 . . . . . | 23,25,587                           | 1,23,918        | 46,407        | 2·00                        | 81                          | 62·55                               |
| 1903 . . . . . | 23,26,188                           | 1,21,987        | 48,053        | 2·07                        | 80                          | 60·60                               |
| 1904 . . . . . | 23,26,251                           | 1,41,676        | 53,228        | 2·28                        | 98                          | 63·43                               |
| 1905 . . . . . | 23,26,251                           | 1,70,404        | 69,432        | 2·98                        | 112                         | 59·25                               |
| 1906 . . . . . | 28,26,251                           | 1,76,284        | 71,811        | 3·09                        | 116                         | 59·25                               |

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 22</sup> <sub>Sub-heads (a) to (m)</sub> **SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.**

**22(k) Mysore-Nanjangud railway (3' 3½" gauge)—****Details of construction—**

The line is 15·90 miles long. It was opened in 1891.

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

*Ballast.*—The line is ballasted throughout with stone and sand.

*Fencing.*—The line is partially fenced.

*Curves.*—The sharpest curve has a radius of 700 feet.

*Gradients.*—The ruling gradient is 1 in 100.

**Terms of contract—**

The Mysore-Nanjangud railway is worked under the following contract:—

*Contract of*—14th December 1899 (between His Highness the Maharaja of Mysore and the Southern Mahratta Railway Company) for working.

The general conditions of the contract are as follows:—

*Government aid.*—The line is the property of the Mysore State.

*Currency of contract.*—The contract is terminable on the 1st January or 1st July in any year, on six months' notice by either party. If not terminated sooner, this agreement terminates on the date on which the Mysore contract of the 31st August 1887 terminates. On determination the Company makes over to the Mysore Government the railway and works and pays to that Government all moneys on account of the railway, the Government indemnifying the Company against all debts and liabilities incurred on account of the railway then subsisting. If mutually agreed upon, the working stores, to be taken over by the Mysore Government at a valuation.

*Terms of working.*—After deduction of expenditure on New Minor Works, which is debited to each railway direct from the total working expenses of the Company's railway system, the balance is divided between this railway and the other railways comprised in the Company's system in the proportion which the gross receipts of this railway bear to the gross receipts of such other railways, and the sum so ascertained, together with any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000, but not exceeding Rs. 2,000, classed as a 'Minor Work' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year, representing the working expenses of this railway, is retained by the Company, and the residue paid to the Mysore Government.

*Rates and fares.*—To be fixed by the Company with the approval of Government.

**Statistics of working—**

| Calendar year. | TABLE I.                            |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1892           | 5,92,414                            | 16,478          | 6,163         | 1·03                         | 21                          | 62·60                               |
| 1893           | 6,18,551                            | 33,612          | 14,01         | 2·26                         | 43                          | 58·59                               |
| 1894           | 6,02,995                            | 37,448          | 12,866        | 2·13                         | 47                          | 65·65                               |
| 1895           | 6,00,312                            | 39,100          | 16,433        | 2·69                         | 49                          | 57·98                               |
| 1896           | 6,09,681                            | 19,322          | 17,123        | 2·81                         | 50                          | 56·45                               |
| 1897           | 6,31,764                            | 81,197          | 14,265        | 2·25                         | 42                          | 57·11                               |
| 1898           | 6,43,521                            | 31,491          | 10,124        | 1·57                         | 40                          | 67·85                               |
| 1899           | 6,46,051                            | 16,810          | 5,671         | 0·88                         | 21                          | 66·20                               |
| 1900           | 6,53,741                            | 36,860          | 11,357        | 1·74                         | 38                          | 63·20                               |
| 1901           | 6,56,462                            | 25,303          | 7,863         | 1·20                         | 35                          | 72·22                               |
| 1902           | 6,56,462                            | 29,870          | 10,318        | 1·67                         | 36                          | 63·78                               |
| 1903           | 6,56,462                            | 31,923          | 12,687        | 1·93                         | 39                          | 60·26                               |
| 1904           | 6,56,462                            | 34,873          | 14,014        | 2·19                         | 47                          | 61·95                               |
| 1905           | 6,56,462                            | 44,174          | 18,015        | 2·74                         | 54                          | 59·22                               |
| 1906           | 6,56,462                            | 49,946          | 20,559        | 3·13                         | 61                          | 58·84                               |

**22(i) Mysore Section (Southern Mahratta) (3' 3½" gauge)—****Details of construction—**

The line, which connects Mysore with Harihar, is 296·22 miles long. First sanction to its construction was given in 1877 and it was opened through in 1889.

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails, with the exception of about 25 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

*Ballast.*—The line is ballasted throughout with stone and sand.

*Fencing.*—The line is only partially fenced.

*Curves.*—The sharpest curve has a radius of 660 feet.

*Gradients.*—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

**Terms of contract—**

The Mysore section is worked under the following contract:—

*Contract of*—31st August 1887 (between the Secretary of State and the Southern Mahratta Railway Company) for construction, maintenance and working.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 22</sup> Sub-heads (a) to (m). SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

## 22(i) Mysore Section (Southern Mahratta) (5' 3½" gauge)—contd.

## Terms of contract—contd.

The general conditions of the contract are as follows :—

**Government aid.**—Guarantee of interest in sterling at 4 per cent. on £1,200,000 debenture stock.**Terms of contract.**—To meet the cost of constructing the Gubbi-Harihara extension, the Company raised £1,224,000, by the issue of debenture stock for the nominal amount of £1,200,000. The stock is redeemable on or after the 1st March 1936. The contract provides that the Company may raise £1,224,000, and that any further moneys required be supplied by the Secretary of State. All moneys whatsoever received by or on behalf of the Company in respect of the undertaking are the absolute property of the Secretary of State during the continuance of this contract.**Currency of contract.**—Government may determine the contract at any time, on six months' notice, should the Company fail to observe its obligations, or the line be worked at a loss. It is also provided that should the Company's contract for the Southern Mahratta railway system be determined, then this contract will also be determined. On the termination of the contract, the Secretary of State, if so required by the Company, takes over all liabilities in respect of the debenture stock issued by the latter (which is not redeemable until the 1st March 1936).**Power of Company to surrender contract.**—Nil.**Terms of working.**—After deducting working expenses, (which may include any single item of capital expenditure not exceeding Rs. 1,000, or if exceeding Rs. 1,000 but not exceeding Rs. 2,000, classed as a 'Minor Work,' subject to a maximum charge on such account of Rs. 20 per mile of line open in each half-year), the net receipts are divided in the proportion of three-fourths to Government and one-fourth to the Company.**Rates and fares.**—To be fixed from time to time by the Company with the approval of Government.

## Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              |           |   | TABLE II.                  |                             |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|---|----------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Company's share of net earnings. (Based on actual receipts and payments during the year.) | Gain or loss to the State. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.   | Rs.                        | Rs.                         |                                     |
| 1879 . . . . . | 7,98,213                            | ...             | ...           | ...                          | 23,960    | ...   | 23,960                     | ...                         | ...                                 |
| 1880 . . . . . | 21,37,736                           | ...             | ...           | ...                          | 68,908    | ...   | 68,908                     | ...                         | ...                                 |
| 1881 . . . . . | 36,56,345                           | 1,31,525        | 53,753        | 1.47                         | 98,912    | ...   | 45,159                     | 51                          | 59.13                               |
| 1882 . . . . . | 45,95,958                           | 2,88,390        | 1,03,485      | 2.25                         | 1,68,949  | ...   | 65,494                     | 68                          | 64.11                               |
| 1883 . . . . . | 57,69,457                           | 3,02,895        | 99,675        | 1.73                         | 2,19,851  | ...   | 1,19,676                   | 67                          | 67.09                               |
| 1884 . . . . . | 62,61,620                           | 3,61,198        | 1,85,479      | 2.64                         | 2,41,052  | ...   | 75,873                     | 67                          | 54.22                               |
| 1885 . . . . . | 64,99,246                           | 4,33,954        | 2,07,784      | 3.20                         | 2,51,730  | ...   | 48,946                     | 60                          | 52.12                               |
| 1886 . . . . . | 71,35,111                           | 4,69,274        | 1,05,385      | 1.18                         | 5,57,104  | ...   | 4,51,719                   | 65                          | 59.04                               |
| 1887 . . . . . | 91,36,478                           | 1,14,784        | 1,41,198      | 1.55                         | 6,79,864  | ...   | 5,29,666                   | 71                          | 71.60                               |
| 1888 . . . . . | 1,25,76,692                         | 5,70,657        | 1,22,295      | 0.43                         | 6,94,210  | ...   | 6,41,915                   | 79                          | 76.28                               |
| 1889 . . . . . | 1,44,24,092                         | 8,96,273        | 2,22,034      | 1.54                         | 7,07,500  | 47,964  | 5,33,530                   | 72                          | 75.23                               |
| 1890 . . . . . | 1,47,11,610                         | 11,56,318       | 2,61,700      | 0.92                         | 6,48,733  | 52,831  | 4,39,864                   | 77                          | 77.94                               |
| 1891 . . . . . | 1,50,76,285                         | 13,24,525       | 4,43,717      | 2.94                         | 6,54,850  | 96,064  | 3,07,187                   | 86                          | 66.50                               |
| 1892 . . . . . | 1,46,36,205                         | 13,99,463       | 4,47,906      | 3.06                         | 7,29,624  | 1,01,305  | 3,33,023                   | 89                          | 67.92                               |
| 1893 . . . . . | 1,46,42,217                         | 16,83,203       | 6,74,705      | 4.61                         | 7,70,439  | 1,64,670  | 2,60,104                   | 109                         | 69.92                               |
| 1894 . . . . . | 1,47,60,293                         | 14,45,412       | 4,76,156      | 3.23                         | 8,38,525  | 1,43,566  | 5,05,955                   | 94                          | 66.99                               |
| 1895 . . . . . | 1,49,22,452                         | 15,76,281       | 6,20,769      | 4.23                         | 8,70,947  | 1,23,096  | 3,68,274                   | 103                         | 59.72                               |
| 1896 . . . . . | 1,51,08,257                         | 15,84,981       | 6,76,873      | 4.48                         | 8,21,588  | 1,71,768  | 3,16,483                   | 103                         | 57.29                               |
| 1897 . . . . . | 1,51,99,757                         | 18,89,019       | 7,95,147      | 5.23                         | 7,75,768  | 1,60,992  | 1,61,553                   | 122                         | 57.54                               |
| 1898 . . . . . | 1,55,07,319                         | 18,92,851       | 4,13,121      | 2.67                         | 7,38,161  | 1,06,086  | 4,92,026                   | 90                          | 70.32                               |
| 1899 . . . . . | 1,56,75,416                         | 10,60,469       | 3,29,033      | 2.10                         | 7,21,117  | 76,861  | 4,68,945                   | 69                          | 68.97                               |
| 1900 . . . . . | 1,58,70,510                         | 13,76,391       | 4,71,401      | 2.97                         | 7,18,200  | 1,11,070  | 3,58,069                   | 89                          | 65.77                               |
| 1901 . . . . . | 1,60,14,879                         | 14,33,240       | 4,07,791      | 2.55                         | 7,22,224  | 1,07,697  | 4,22,150                   | 93                          | 71.55                               |
| 1902 . . . . . | 1,60,76,000                         | 15,07,046       | 5,58,082      | 3.47                         | 7,21,062  | 1,16,979  | 3,79,059                   | 104                         | 65.00                               |
| 1903 . . . . . | 1,62,34,303                         | 15,35,270       | 5,82,208      | 3.59                         | 7,20,000  | 1,40,846  | 2,84,698                   | 100                         | 62.07                               |
| 1904 . . . . . | 1,62,59,794                         | 15,85,324       | 5,63,667      | 3.47                         | 7,20,000  | 1,52,391  | 3,08,724                   | 103                         | 64.44                               |
| 1905 . . . . . | 1,64,78,981                         | 17,00,901       | 6,98,051      | 4.24                         | 7,20,000  | 1,37,682  | 1,59,631                   | 116                         | 61.02                               |
| 1906 . . . . . | 1,65,88,502                         | 18,48,348       | 7,19,072      | 4.34                         | 7,20,000  | 1,97,286  | 1,98,214                   | 120                         | 61.10                               |

## 22(j) West of India Portuguese railway (3' 3½" gauge)—

**Chairman.**—Sir Henry Green, K.C.S.I., C.B.**Secretary.**—H. Ringler-Thomson, Esq.**Office.**—4 Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

## Details of construction—

The line runs from the Portuguese frontier to Mormugao, and is 51.10 miles long. Its construction was sanctioned in 1881 and it was opened through in 1888.

**Permanent-way.**—The permanent-way throughout consists of 62-lb. flat-footed steel rails on creosoted pine, sal, teak and jamba sleepers.

**Ballast.**—The line is ballasted throughout with laterite and blue stone.

**Fencing.**—The line is partially fenced.

**Curves.**—The sharpest curve is of 720 feet radius.

**Gradients.**—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 22</sup> <sub>Sub-heads (a) to (m)</sub> SOUTHERN MAHRATTA RAILWAY SYSTEM—contd.

## 22 (j) West of India Portuguese railway (3' 3½" gauge)—concl'd.

## Terms of contracts—

The West of India Portuguese railway is worked under the following contracts:—

*Contracts of*—18th April 1881, modified by the contract of 19th December 1892 (between the Portuguese Government and the West of India Portuguese Railway Company) for the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

21st August 1902, between the Southern Mahratta Railway Company and the West of India Portuguese Railway Company for the maintenance and working of the railway from Mormugao to the Portuguese Frontier, and the harbour at the Port of Mormugao.

The general conditions of the contracts are as follows:—

*Government (Portuguese) aid.*—5 per cent. per annum is guaranteed to the West of India Portuguese Railway Company on £800,000 and 6 per cent. on £550,000.

*Currency of contracts.*—The contract of 1881 is current for a period of 99 years from date of opening, when the line and all its appurtenances become the property of the Portuguese Government by payment to the Company of the value of rolling-stock, moveable machinery, stores, etc. The Portuguese Government may, however, determine the contract, at any time, on six months' previous notice, by payment in sterling of the actual outlay of the Company on the railway, telegraph and other works, with 10 per cent. added thereto, together with the then value of rolling-stock, machinery, station appliances and stores. The contract of 1902, between the Southern Mahratta and the West of India Portuguese Railway Companies, which took effect from the 1st July 1902, is to continue in force for five years, subject to amendment or determination after two years on six months' notice by either party.

*Power of Company to surrender contract.*—By the contract of 1881 as modified by that of 1892 the West of India Portuguese Railway Company may at any time surrender the contract by giving six months' notice if the Portuguese Government fail to pay in full the interest guaranteed on its capital. On surrender of the contract the Portuguese Government are to pay to the Company in sterling an amount equal to the total capital expended on the railway, telegraph, etc., and in addition 10 per cent. of such expenditure; and also purchase the rolling-stock, machinery, etc., at a valuation.

*Terms of working by Southern Mahratta Railway Company.*—The West of India Portuguese and the Southern Mahratta railways are worked as one concern, and the expenses of the system (exclusive of expenditure on 'New Minor Works' and of interest payable by the Southern Mahratta railway on the capital cost of telegraph lines) are divided in proportion to their gross earnings, the net earnings to be applied—in payment of a contribution sanctioned by the Portuguese Government—towards a reserve fund; in payment of the guaranteed dividends on the capital of the Company; and in payment of the residue to the Portuguese Government and the Company in equal proportions.

The contract of 1902 provides that a separate account be kept of the revenue transactions at the Port of Mormugao, and the amount to be charged for working to be the actual expenses of working and maintenance, plus 10 per cent. thereon for supervision by the Southern Mahratta railway, subject to the provision that the relation of the aggregate expenses of working—including supervision—to the total receipts shall not exceed, without the sanction of the West of India Portuguese Railway Company, the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899; should any such excess occur it is to be annulled or reduced as much as possible by a corresponding diminution in the charge for supervision.

*Rates and fares.*—Subject to the maxima prescribed in the contract between the Portuguese Government and the West of India Portuguese railway and to the maxima and minima prescribed in the contracts between the Secretary of State and the Southern Mahratta railway, the rates both for through and local working shall be fixed from time to time by the Southern Mahratta railway and shall be applicable to the whole system.

The shipping and port charges to conform with those in force under the Bombay Port Trust, and not to exceed those charges without the mutual consent of the British and Portuguese Governments.

## Statistics of working—

| Calendar year. | TABLE I.  |                 |               |                              | TABLE II.                   |                                     |
|----------------|---|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay (including outlay on Harbour works) to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.   | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1890           | 1,68,14,170   | 4,75,437        | 67,001        | 0.41                         | 138                         | 74.24                               |
| 1891           | 1,68,22,139   | 5,41,014        | 1,21,593      | 0.74                         | 157                         | 86.01                               |
| 1892           | 1,63,00,901   | 8,74,681        | 1,10,107      | 0.07                         | 109                         | 106.01                              |
| 1893           | 1,62,74,816   | 5,66,705        | 1,65,069      | 1.01                         | 168                         | 78.18                               |
| 1894           | 1,63,12,813   | 5,48,673        | 1,19,332      | 0.73                         | 157                         | 86.47                               |
| 1895           | 1,68,31,966   | 5,63,077        | 1,12,136      | 0.69                         | 166                         | 90.75                               |
| 1896           | 1,63,80,444   | 2,97,176        | —78,693       | ...                          | 90                          | 137.34                              |
| 1897           | 1,63,46,168   | 1,78,722        | —1,60,785     | ...                          | 55                          | 189.46                              |
| 1898           | 1,62,97,448   | 2,30,870        | —1,10,145     | ...                          | 65                          | 173.60                              |
| 1899           | 1,62,96,432   | 5,72,475        | 1,64,665      | 1.01                         | 157                         | 83.15                               |
| 1900           | 1,63,29,262   | 5,37,596        | —66,545       | ...                          | 96                          | 120.04                              |
| 1901           | 1,63,42,023   | 2,68,120        | —48,550       | ...                          | 205                         | 113.40                              |
| 1902           | 1,63,08,793   | 3,54,637        | 51,897        | 0.37                         | 183                         | 86.51                               |
| 1903           | 1,63,08,793   | 3,90,235        | 1,51,112      | 1.10                         | 149                         | 61.86                               |
| 1904           | 1,68,08,793   | 4,69,786        | 1,83,414      | 1.33                         | 184                         | 62.55                               |
| 1905           | 1,68,30,369   | 4,44,519        | 1,77,958      | 1.29                         | 167                         | 50.97                               |
| 1906           | 1,63,90,269   | 4,38,965        | 1,73,266      | 1.26                         | 165                         | 60.58                               |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 22</sup> <sub>Sub-heads (a) to (m)</sub> **SOUTHERN MAHRATTA RAILWAY SYSTEM—*concl'd.*****22 (k) Bezwada-Masulipatam (3' 3½" gauge)—**

This railway will be 49.47 miles long. It was sanctioned in 1905 and is under construction.

**22 (l) Kurnool Road-Kurnool (3' 3½" gauge)—**

The construction of this line has been sanctioned with the object of providing facilities for the distribution of grain to the population of the Madras Presidency, and of lessening difficulties incidental to the period of scarcity.

The line will be 32 miles long. It was sanctioned in 1906 and is under construction.

**22 (m) Sangli (3' 3½" gauge)—**

This railway (Miraj Junction to Sangli town) will be 5.77 miles long. Its construction from funds supplied by the Sangli Durbar was sanctioned in 1905.

Number <sup>Main head 23</sup> <sub>Sub-head (a)</sub> **UDAIPUR-CHITOR RAILWAY (3' 3½" gauge) -****Running powers—***Home line over Foreign line:—*

Rajputana-Malwa railway, Barach Signal Station to Chitorgarh.

Miles.

1.42

The line is owned by the Udaipur State. It was worked by the Bombay, Baroda and Central India railway as a temporary measure up to the 31st December 1897, since which date it has been worked by the Udaipur State.

**Details of construction—**

The line is 67.30 miles long. Its construction was sanctioned in 1894 and it was opened through in 1899.

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.*Ballast.*—The ballast consists of broken stone.*Fencing.*—The line is fenced round stations only.*Curves.*—On the Barach-Debari section the sharpest curve is of 1,116 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 2½ mile, the sharpest curve has a radius of 820 feet.*Gradients.*—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.**Terms of contract—**

The line is owned and worked by the Udaipur State.

**Statistics of working—**

| Calendar year. | TABLE I.                            |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1893           | 7,000                               | ...             | ...           | ...                          | ...                         | ...                                 |
| 1894           | 2,70,472                            | ...             | ...           | ...                          | ...                         | ...                                 |
| 1895           | 13,32,859                           | 54,762          | 18,778        | 1.40                         | 42                          | 65.67                               |
| 1896           | 15,63,721                           | 1,35,219        | 58,750        | 3.44                         | 48                          | 60.25                               |
| 1897           | 15,99,040                           | 1,23,175        | 49,881        | 2.68                         | 39                          | 63.15                               |
| 1898           | 17,89,252                           | 1,48,822        | 61,364        | 3.43                         | 46                          | 57.33                               |
| 1899           | 19,80,912                           | 2,10,540        | 1,04,829      | 5.27                         | 62                          | 50.21                               |
| 1900           | 19,60,010                           | 3,17,928        | 1,85,703      | 9.38                         | 91                          | 41.56                               |
| 1901           | 20,61,858                           | 2,22,175        | 94,112        | 4.56                         | 63                          | 57.61                               |
| 1902           | 20,65,670                           | 2,17,388        | 97,131        | 4.70                         | 62                          | 55.32                               |
| 1903           | 20,66,171                           | 1,77,817        | 66,446        | 3.21                         | 51                          | 62.63                               |
| 1904           | 20,66,933                           | 1,51,233        | 53,175        | 2.57                         | 43                          | 64.66                               |
| 1905           | 20,67,164                           | 2,07,927        | 1,03,552      | 5.00                         | 58                          | 50.19                               |
| 1906           | 20,75,667                           | 2,47,813        | 1,35,467      | 6.52                         | 71                          | 45.33                               |

Number <sup>Main head 24</sup> <sub>Sub-head (a)</sub> **BARASET-BASIRHAT LIGHT RAILWAY (2' 6" gauge)—****Details of construction—**

The line is 26.06 miles long. Its construction was sanctioned in 1903 and it was opened in 1905.

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails on pyinkado, sal and Australian jarrah wood sleepers.*Ballast.*—The line is ballasted with broken brick.*Fencing.*—The line is unfenced.*Curves.*—The sharpest curve has a radius of 400 feet.*Gradients.*—The ruling gradient is 1 in 250.**Terms of contract—**

The line is worked on the terms contained in the Bengal Government Notification No. 86 R., dated the 15th May 1903, under the following agreement:—

*Agreement.*—of 14th December 1907 (between the District Board of the 24-Parganas and the Baraset-Basirhat Light Railway Company).

The general conditions are as follows:—

*Aid by District Board.*—The District Board guarantees such an annual subsidy as will make the net profits equivalent to Rs. 1,500 per annum per mile of line declared open, subject to a maximum of Rs. 38,000, and allows the free use of a width of not more than 8 feet along one side of the District road. (The Company to acquire at its own expense land necessary for stations and diversions.)*Currency of agreement.*—Upon the expiration of twenty-one years from the date of the order authorising the construction, by giving six months' notice, or at intervals of seven years thereafter, the District Board can exercise the right of purchase on payment of twenty times the average yearly net earnings of the four years preceding, together with a bonus of twenty per cent. thereon.

## APPENDIX 88—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 21</sup> Sub-head (a) **BARASET-BASIRHAT LIGHT RAILWAY (2' 6" gauge)—concl.**Terms of contract—*consold.*

*Terms of working.*—Any surplus profits in excess of 4 per cent. on share capital *plus* not more than 4 per cent. on debenture capital are equally divided between the District Board and the Company.

*Rates and fares.*—Certain maxima have been fixed within which the Company may vary its rates.

Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              |                              |               |   | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|------------------------------|---------------|---|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Subsidy from District Board. | Total income. | Percentage of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1905 . . . . . | Rs. 9,06,310                        | Rs. 1,11,202    | Rs. 55,675    | 6.07                         | —5,394                       | Rs. 50,281    | Rs. 5.55                                      | Rs. 90                      | 49.93                               |
| 1906 . . . . . | 9,47,058                            | 1,50,731        | 79,489        | 8.39                         | —12,609                      | 66,819        | 7.06  | 111                         | 47.26                               |

Number <sup>Main head 25</sup> Sub-head (a) **BARSI LIGHT RAILWAY (2' 6" gauge)—***Chairman.*—Sir Alexander Wilson.*Secretaries.*—W. A. Browne & Co.*Office.*—Winchester House, Old Broad Street, E. C.

Details of construction—

The open mileage of the Barsi Light railway is 78.50 miles. It is made up of the following :—

- (1) Main line, Barsi Road Junction to Barsi Town, 21.59 miles ;
- (2) Tadwale extension, Barsi Town to Tadwale, 26.70 miles ; and
- (3) Pandharpur extension, Barsi Road Junction to Pandharpur, 30.21 miles.

The main line was sanctioned in 1895 and opened in 1897 and the Tadwale and Pandharpur extensions were sanctioned in 1902 and opened in 1906.

*Permanent-way.*—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

*Ballast.*—The line is ballasted with stone and moorum.

*Fencing.*—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction, Barsi Town, Tadwale and Pandharpur stations are also fenced.

*Curves.*—The sharpest curve is of 450 feet radius.

*Gradients.*—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the main line—one of 1 in 89 and one of 1 in 90 ; and two on the Tadwale extension—one of 1 in 50 and the other of 1 in 70.

Terms of contracts—

The Barsi Light railway is worked under the following contracts :—

*Contracts of.*—1st August 1895 (between the Secretary of State and the Barsi Light Railway Company) for construction, maintenance and working the line from Barsi Road Junction to Barsi town.

26th August 1902 (between the Secretary of State and the Barsi Light Railway Company) for construction and working of the extensions.

4th December 1905, supplemental to that of 26th August 1902.

*Despatch.*—from Secretary of State, No. 51 Railway, dated the 8th July 1904, regarding the grant of extension of the term at the end of which the option of purchase may be exercised.

The general conditions are as follows :—

*Government aid.*—The Company is allowed the use of part of the road between Barsi Town and Barsi Road Junction stations. Land is provided free for the extensions.

*Currency of contracts.*—Government may determine the contracts on the 1st January 1914, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined Government are to pay the Company in England in sterling an amount equal to the total paid up capital, so far as such capital was expended with the authority of the Secretary of State.

*Power of Company to surrender contracts.*—Nil.

*Terms of working.*—The line is worked by the owning company.

*Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.

Statistics of working—

| Calendar year. | TABLE I.                            |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1895 . . . . . | Rs. 2,357                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1896 . . . . . | 10,06,657                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1897 . . . . . | 13,45,901                           | 1,07,778        | 21,560        | 1.60                         | 115                         | 39.00                               |
| 1898 . . . . . | 13,42,592                           | 1,30,931        | 24,559        | 1.83                         | 116                         | 31.15                               |
| 1899 . . . . . | 13,56,800                           | 1,56,113        | 64,475        | 4.75                         | 139                         | 53.63                               |
| 1900 . . . . . | 13,53,301                           | 1,51,440        | 42,440        | 3.13                         | 111                         | 65.90                               |
| 1901 . . . . . | 12,99,589                           | 1,68,238        | 79,583        | 6.13                         | 150                         | 52.69                               |
| 1902 . . . . . | 13,18,242                           | 1,50,275        | 52,879        | 4.02                         | 134                         | 64.81                               |
| 1903 . . . . . | 12,59,175                           | 1,30,694        | 53,423        | 4.24                         | 116                         | 59.12                               |
| 1904 . . . . . | 13,18,288                           | 1,66,934        | 64,953        | 4.93                         | 149                         | 61.09                               |
| 1905 . . . . . | 28,13,907                           | 2,19,478        | 1,39,618      | 4.96                         | 195                         | 36.39                               |
| 1906 . . . . . | 39,44,807                           | 2,19,284        | 1,09,863      | 2.73                         | 96                          | 49.90                               |

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 26</sup> Sub-head (a) BUKHTIARPORE-BEHAR LIGHT RAILWAY (2' 6" gauge)—

The line, which has been laid as far as possible on the District road, is 18.50 miles long. Its construction was sanctioned in 1901 and it was opened in 1903.

## Details of construction—

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails laid on pyinkado sleepers.

*Ballast.*—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve has a radius of 260 feet.

*Gradients.*—The grades are easy, except at bridge approaches and up through the village of Chero where the grade is 1 in 100.

## Terms of contract—

The railway has been constructed and is worked on the terms contained in Bengal Government Notification No. 100 R., dated the 25th June 1901, under the following agreement:—

*Agreement of*—21st August 1899 (between the District Board of Patna and the Bukhtiarpore-Behar Light Railway Company).

The general conditions are as follows:—

*Government aid.*—In addition to land, which has been provided free of charge except for station sites and diversions from the district road, the District Board supplements the net earnings, subject to a maximum limit of Rs. 32,000 per annum, to allow of the Company paying a dividend of 4 per cent. per annum on the Company's share capital of Rs. 8,00,000.

*Currency of agreement.*—In the event of the District Board exercising the right of purchase under section 41 of the Bengal Act, III of 1883, viz., upon the expiration of twenty-one years from the date of the order of the Local Government, authorising the construction of the line, by giving six months' notice, or at intervals of 7 years thereafter, the value to be calculated at 20 years' purchase of the average net profits to the Company during the four years preceding the transaction together with a bonus of 20 per cent. thereon.

*Terms of working.*—Any surplus profits in excess of 4 per cent. on share capital, plus not more than 4 per cent. on debenture capital, are equally divided between the District Board and the Company.

*Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary rates.

## Statistics of working—

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1903 . . . . . | 7,47,838                            | 35,800          | 15,120        | 2.16                         | 74                          | 57.77                               |
| 1904 . . . . . | 8,10,059                            | 1,13,530        | 65,963        | 8.11                         | 161                         | 41.60                               |
| 1905 . . . . . | 8,11,338                            | 88,661          | 35,440        | 4.37                         | 92                          | 60.03                               |
| 1906 . . . . . | 8,20,262                            | 1,11,324        | 48,080        | 5.79                         | 116                         | 56.81                               |

Number <sup>Main head 27</sup> Sub-head (a) CUTCH STATE RAILWAY (2' 6" gauge)—

## Details of construction—

The mileage of the open line (Puna to Anjar) is 11.67 miles. Its construction was sanctioned in 1903 and it was opened in 1905.

There are, in addition, 27.38 miles (Anjar to Bhuj) under construction.

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails on half-round jungle tank sleepers.

*Ballast.*—The line is ballasted with stone.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 359 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

## Terms of contract—

*Nil.* The line is owned and worked by the Cutch State.

## Statistics of working—

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1905 . . . . . | 4,45,731                            | 22,367          | 15,861        | 3.72                         | 59                          | 29.07                               |
| 1906 . . . . . | 7,18,667                            | 40,273          | 19,919        | 2.77                         | 68                          | 50.54                               |

## APPENDIX 38—contd.

*History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 28</sup>  
Sub-head (a) **DHOLPUR-BARI RAILWAY (2' 6" gauge)—**

**Details of construction—**

This line, from Dholpur on the Indian Midland railway to Bari, was sanctioned in 1905 and is under construction by, and at the cost of, the Dholpur State. It will be 19.25 miles long.

**Terms of contract—**

*Nil.* When open, the line will be maintained and worked by the Durbar.

Number <sup>Main head 29</sup>  
Sub-head (a) **DWARA-THERRIA LIGHT RAILWAY (2' 6" gauge)—**

**Details of construction—**

The line will be 19.50 miles long. Its construction was sanctioned in 1902.

The construction of this line, which was suspended in June 1904 for want of funds, continues at a standstill, the company being unable to raise the funds necessary for its completion.

**Terms of contract—**

The Dwara-Therria Light railway on completion is to be worked under—

*Terms.*—Contained in the Notification issued by the Chief Commissioner of Assam under letter No. 44, dated the 14th August 1902.

The general conditions are as follows:—

*Government aid.*—Guarantee of interest at 4 per cent. per annum for 10 years on a debenture loan of 4 lakhs of rupees, required to complete the Dwara-Maolong section. Land to be provided free of cost.

*Currency of contract.*—The Secretary of State may, after the Dwara-Maolong section has been opened for twenty-one years and thereafter at intervals of ten years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving two years' previous notice, on paying twenty-five times the average yearly net earnings of the last three years with a minimum of 100 per cent. of the cost price of the light railway.

*Rules and fares.*—Certain maxima have been fixed. Full control over charges of all kinds for the use of the railway is reserved by the Local Government.

Number <sup>Main head 30</sup>  
Sub-head (a) **KALKA-SIMLA RAILWAY (2' 6" gauge)—**

*Chairman.*—Colonel Alexander Jerome Filgate, R.E.

*Secretary.*—C. E. Rutter, Esq.

*Offices.*—17, Victoria Street, Westminster, S. W.

The railway was constructed by the Delhi-Umballa-Kalka Railway Company.

On the representations of the Delhi-Umballa-Kalka Railway Company it was decided to purchase the line for £300,000, the Secretary of State waiving all claims of arrears of unpaid interest on the advances made to the company. The purchase of the line by the State was effected from 1st January 1906; but the company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western (State) railway administration with effect from the 1st January 1907.

**Details of construction—**

The line is 59.44 miles long. Its construction was sanctioned in 1898 and it was opened in 1903.

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers.

*Ballast.*—The line is ballasted with stone.

*Fencing.*—The line is fenced only along the Kalka camping ground and through the skirts of the town of Kalka.

*Curves.*—Most of the curves are compound, the limiting radius being 120 feet.

*Gradients.*—The ruling gradient is 1 in 33.

*Terms of contract—Nil.* The line is owned by the State.

*Rates and fares.*—Certain maxima and minima have been fixed, and, subject to certain special conditions regarding charges for tunnels, rates may be varied within the maxima and minima.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1890           | Rs. 5,53,228                        | Rs. ...         | Rs. ...       | ...                          | Rs. ...                     | ...                                 |
| 1900           | 13,18,466                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1901           | 84,86,093                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1902           | 92,81,656                           | ...             | ...           | ...                          | ...                         | ...                                 |
| 1903           | 1,41,32,581                         | 33,052          | 7,022         | ...                          | ...                         | ...                                 |
| 1904           | 1,68,25,512                         | 5,90,403        | 2,08,240      | 0.04                         | 7                           | 78.09                               |
| 1905           | 1,78,11,644                         | 7,52,460        | 4,00,513      | 1.24                         | 191                         | 64.75                               |
| 1906           | 1,63,06,436                         | 7,61,322        | 3,07,135      | 2.28                         | 243                         | 46.73                               |
|                |                                     |                 |               | 1.56                         | 217                         | 59.62                               |

## APPENDIX 38—contd.

## History of Railways constructed and in progress.

[For Index see page 112.]

Number <sup>Main head 31</sup> <sub>Sub-head (a)</sub> **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY (2' 6" gauge)—**

**Details of construction—**

The line will be 125 miles long, *viz.*, (1) main line (Shahdara to Saharanpur) 95 miles and (2) branch (Baraut to Meerut) 30 miles.

Its construction and working by Messrs. Martin and Company of Calcutta was authorized by an order contained in the Notification of the Government of the United Provinces of Agra and Oudh, <sup>339</sup> <sub>187</sub> R., dated the 18th April 1904, and a company, styled the Shahdara (Delhi)-Saharanpur Light Railway Company, was registered on the 28th November 1905 for the purpose of constructing the line.

Only the main line is under construction.

**Terms of contract—**

The line will be worked under the following agreement:—

*Agreement of*—11th October 1905 (between the Government of the United Provinces of Agra and Oudh and Messrs. Martin and Company).

The general conditions are as follows:—

*Government aid.*—Free grant of land for a single 5' 6" gauge line and for all conveniences and works.

*Currency of agreement.*—The Secretary of State will have the right to terminate the contract 21 years after the date of opening or 23 years after the date of the Government letter sanctioning the construction of the tramway, whichever is earlier, at 25 years' purchase of the annual profits to the Company for the preceding 3 years, subject to a minimum of the capital expended and a maximum of 25 per cent. in excess of that sum. This option, if not exercised at the time mentioned, may be exercised at the end of successive periods of 7 years counting from that date. In the event of its being determined to construct a railway on a different gauge in place of the tramway and if the Government and the Company fail to agree that the alteration shall be made by the Company, then the Government will have the right to acquire the tramway at any time on 12 months' notice at 25 per cent. in excess of the Company's capital expenditure.

*Terms of working.*—Whenever the net profits of the tramway shall be in excess of 4 per cent. upon the paid up capital of the company, such surplus profits shall, after setting aside such reasonable sum as the directors of the company may deem proper to carry forward, be equally divided between the Government and the company.

*Rates and fares.*—Certain maxima have been fixed.

Number <sup>Main head 32</sup> <sub>Sub-head (a)</sub> **TARAKESHWAR-MAGRA LIGHT RAILWAY (2' 6" gauge)—**

**Details of construction—**

The line is 33.27 miles long, *viz.*:—from Magra to Tarakeshwar (31.12 miles) and from Magra to Tribeni (2.15 miles). Its construction was sanctioned in 1891 and the two sections were opened in 1895 and 1904, respectively.

*Permanent-way.*—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pyinkado sleepers. The Tribeni extension is laid on sal sleepers.

*Ballast.*—Sand and broken brick.

*Fencing.*—The line is partially fenced.

*Curves.*—The sharpest curve is of 716.25 feet radius.

*Gradients.*—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magragunj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

**Terms of contracts—**

The Tarakeshwar-Magra Light railway is maintained and worked on the terms contained in Bengal Government Notification No. 1, dated the 4th January 1896, under the following agreements:—

*Agreement of*—16th October 1890 (between the District Board of Hooghly and the Bengal Provincial Railway Company).

12th March 1904 (between the Secretary of State for India and the Company).

The general conditions are as follows:—

*Government aid.*—Free grant of land for the Tribeni extension.

*Currency of agreement.*—In the event of the District Board wishing to purchase the railway at the end of 21 years under the provisions of section 41 of the Bengal Tramways Act, 1883 (Bengal Code), the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

*Terms of working.*—The line is worked by the owning company.

*Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                              | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.                         |                                     |
| 1898           | 2,44,627                            | 74,074          | 21,002        | 2.22                         | 46                          | 71.65                               |
| 1899           | 3,02,146                            | 68,168          | 12,104        | 1.27                         | 41                          | 81.58                               |
| 1900           | 3,01,811                            | 76,594          | 20,961        | 2.18                         | 47                          | 72.63                               |
| 1901           | 3,72,175                            | 83,150          | 19,800        | 2.04                         | 51                          | 70.23                               |
| 1902           | 3,76,194                            | 84,272          | 24,842        | 2.54                         | 52                          | 70.82                               |
| 1903           | 10,15,987                           | 85,540          | 25,350        | 2.50                         | 53                          | 70.87                               |
| 1904           | 10,44,975                           | 89,735          | 27,564        | 2.63                         | 52                          | 69.28                               |
| 1905           | 10,46,874                           | 84,688          | 21,679        | 2.07                         | 50                          | 74.81                               |
| 1906           | 10,73,087                           | 1,00,072        | 32,768        | 3.05                         | 58                          | 67.26                               |

## APPENDIX 38—contd.

*History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 33</sup> Sub-head (a). **TEZPORE-BALIPARA LIGHT RAILWAY (2' 6" gauge)—**

On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway constructed at the expense of the Borjuli Tea Company connects the Borjuli Tea Factory with Rangapara station on the Tezporo-Balipara Light railway. The tramway is 2 miles long and is worked by the Tezporo-Balipara Light railway. It is used for passenger and goods traffic.

**Details of construction—**

The line is 20·10 miles long. Its construction was sanctioned in 1894 and it was opened in 1895.

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails on mahor sleepers.

*Ballast.*—The line is unballasted.

*Fencing.*—The line is fenced only at stations.

*Curves.*—In the first mile there are two curves with radii of 500 feet.

*Gradients.*—The ruling gradient between Tezporo and Rangapara is 1 in 125 and between Rangapara and Balipara 1 in 100.

**Terms of contract—**

The Tezporo-Balipara Light railway is maintained and worked under—

*Terms.*—contained in the Notification issued by the Chief Commissioner of Assam under letter No. 33, dated the 1st June 1895.

The general conditions are as follows :—

*Government aid.*—Free use of Government land and a subsidy to the extent of Rs. 5,000, up to the end of March 1909, from the Local Board at Tezporo.

*Currency of contract.*—The Secretary of State may, after the railway has been opened for fifteen years and thereafter at intervals of seven years, terminate the contract and take over the railway with all its equipments, buildings and property, upon giving 12 months' previous notice and on paying the Company the value of the property as a dividend earning investment together with an additional bonus of 20 per cent. over and above such value.

*Terms of working.*—The line is worked by the owning company.

*Rates and fares.*—Certain rates and fares have been fixed.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |                             |                              | TABLE II.     |  |                             |                                     |
|----------------|-------------------------------------|-----------------|---------------|-----------------------------|------------------------------|---------------|--|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent on capital outlay. | Subsidy from District Board. | Total income. | Per cent. of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                             | Rs.                          | Rs.           |  | Rs.                         |                                     |
| 1898 . . . . . | 4,56,927                            | 85,745          | 20,137        | 4·41                        | 5,000                        | 25,137        | 5·51   | 82                          | 76·49                               |
| 1899 . . . . . | 4,74,177                            | 95,157          | 26,156        | 5·52                        | 5,000                        | 31,156        | 6·57   | 91                          | 72·51                               |
| 1900 . . . . . | 4,87,349                            | 95,981          | 25,797        | 5·29                        | 5,000                        | 30,797        | 6·32   | 92                          | 73·12                               |
| 1901 . . . . . | 4,87,349                            | 88,310          | 16,898        | 3·47                        | 5,000                        | 21,898        | 4·49   | 80                          | 79·34                               |
| 1902 . . . . . | 4,97,240                            | 85,012          | 21,651        | 4·33                        | 5,000                        | 26,651        | 5·37   | 81                          | 74·53                               |
| 1903 . . . . . | 4,87,240                            | 94,742          | 27,739        | 5·67                        | 5,000                        | 32,739        | 6·71   | 91                          | 70·72                               |
| 1904 . . . . . | 4,87,240                            | 88,463          | 17,291        | 3·54                        | 5,000                        | 22,291        | 4·57   | 85                          | 80·43                               |
| 1905 . . . . . | 4,87,240                            | 1,03,380        | 27,082        | 5·55                        | 5,000                        | 32,082        | 6·58   | 99                          | 78·80                               |
| 1906 . . . . . | 4,87,240                            | 1,14,740        | 34,376        | 7·17                        | 5,000                        | 39,376        | 8·20   | 110                         | 69·51                               |

Number <sup>Main head 34</sup> Sub-head (a). **THATON-DUYINZAIK LIGHT RAILWAY (2' 6" gauge)—****Details of construction—**

The line is 7·76 miles long. Its construction was sanctioned in 1883 and it was opened in 1885.

*Permanent-way.*—The permanent-way consists of 20-lb. flat-footed steel rails on Dick Kerr's patent iron and pyinkado sleepers.

*Ballast.*—The line is ballasted throughout with sand, stone and laterite.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve has a radius of 207 feet.

*Gradients.*—The ruling gradient is 1 in 80.

**Terms of contracts—**

The Thaton-Duyinzaik Light railway is worked under the following :—

*Contract of.*—10th January 1884 (between the Secretary of State and the late Mr. G. E. L. Dawson of Rangoon) for construction and working.

*Agreement of.*—6th June 1896 for working the railway and a steam launch service between Moulmein and Duyinzaik.

The general conditions are as follows :—

*Government aid.*—Land has been provided at a pepper-corn rent, and the proprietors receive Rs. 350 per mensem for the carriage of mails between Moulmein and Thaton, *via* Duyinzaik, including both steamer and railway journeys.

*Currency of contract.*—The contract is in force for a period of 99 years. After the railway has been open for 80 years, and thereafter at intervals of 10 years, the Secretary of State can terminate the contract and take over the railway upon giving 12 months' notice, and paying the value of the permanent-way, buildings and rolling-stock, together with a bonus of 25 per cent. on the value. Government may also determine the contract if the railway is not worked for six consecutive calendar months, or if the proprietors fail to carry out the agreement.

*Terms of working.*—The railway is now worked and maintained by the Irrawaddy Flotilla Company, who bought the concern on the 1st December 1900.

*Rates and fares.*—Certain maxima have been fixed within which the proprietors are permitted to vary the rates.

**Statistics of working—**Information not available.

## APPENDIX 38—contd.

## History of railways constructed and in progress.

[For Index see Page 112.]

Number <sup>Main head 35</sup> <sub>Sub-head (a)</sub> . **DARJEELING-HIMALAYAN RAILWAY (2' 0" gauge)—**

**Details of construction—**

The line, which is laid for a great part of its length along the cart road, is 51 miles long. Its construction was sanctioned in 1879 and it was opened through in 1881.

**Permanent-way.**—The section of the line in the plains is laid with 41½-lb. flat-footed steel rails on wooden sleepers. The hill section was laid with 41½-lb. flat-footed steel rails, these are being renewed with a special section steel rail, 41½ lb. to a yard.

**Ballast.**—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri where sand has been used. On the hill section, where necessary, broken stone ballast has been and is being put in.

**Fencing.**—The line is unfenced.

**Curves.**—The sharpest curve has a radius of 60 feet.

**Gradients.**—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhua to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

**Terms of contract—**

The railway is worked under the following contract:—

**Contract of—**8th April 1879 (between the Secretary of State and the late Mr. Franklin Prestage) for construction, maintenance and working.

The general conditions of the contract are as follows:—

**Government aid.**—Government undertake to pay the Company such a sum as will make up its gross receipts to two lakhs of rupees annually. Government land and the use of the existing cart road were granted free of cost.

**Currency of contract.**—If at any period the railway should not be worked for six consecutive months, the Company is to surrender the road and land acquired from Government, receiving any sums due to it for permanent improvements to the road or works connected therewith. After the railway has been opened for 25 years (reckoning from the 4th May 1884) and thereafter at intervals of 10 years, Government have the power, by giving 12 months' previous notice, to terminate the contract and take over the line on payment to the Company of its value as a dividend earning investment, with an additional bonus of 20 per cent. over and above such value.

**Power of Company to surrender contract.**—Nil.

**Terms of working.**—After the first five years, and subject to subsequent modifications of clause 10, half the net profits of any year in excess of 5 per cent. on the paid up capital to be applied in repayment to Government of the amount expended on the maintenance of the cart road during the same year or in making good a deficiency in gross receipts. Government are under obligation to uphold and maintain this road at their own expense, subject to their right to be repaid the charges incurred in any year out of one moiety of the surplus profits earned in that year.

**Rates and fares.**—Certain maxima have been fixed within which the Company is permitted to vary rates.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |  |                                |               |  | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|--|--------------------------------|---------------|--|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. of net earnings on capital outlay. | Subsidy from Local Government. | Total income. | Per cent. of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |  | Rs.                            | Rs.           |  | Rs.                         |                                     |
| 1880 . . . . . | 12,32,894                           | 48,483          | 34,197        | 2.77   | ...                            | 34,197        | 2.77   | 82                          | 29.46                               |
| 1881 . . . . . | 18,18,723                           | 2,61,154        | 1,15,522      | 6.35   | ...                            | 1,15,522      | 6.35   | 103                         | 55.76                               |
| 1882 . . . . . | 23,56,112                           | 3,66,474        | 1,21,983      | 5.17   | ...                            | 1,21,983      | 5.17   | 141                         | 65.72                               |
| 1883 . . . . . | 26,50,709                           | 4,21,944        | 1,55,725      | 5.87   | ...                            | 1,55,725      | 5.87   | 162                         | 63.11                               |
| 1884 . . . . . | 27,23,240                           | 4,35,024        | 1,46,765      | 5.39   | ...                            | 1,46,765      | 5.39   | 167                         | 66.26                               |
| 1885 . . . . . | 27,27,823                           | 4,31,103        | 1,63,350      | 5.99   | ...                            | 1,63,350      | 5.99   | 163                         | 62.11                               |
| 1886 . . . . . | 27,32,136                           | 4,26,476        | 2,41,559      | 8.86   | ...                            | 2,41,559      | 8.86   | 188                         | 51.28                               |
| 1887 . . . . . | 27,46,214                           | 4,77,151        | 2,10,623      | 7.63   | ...                            | 2,10,623      | 7.63   | 180                         | 55.86                               |
| 1888 . . . . . | 27,71,926                           | 6,14,893        | 2,83,327      | 10.22  | ...                            | 2,83,327      | 10.22  | 233                         | 53.99                               |
| 1889 . . . . . | 29,40,423                           | 5,74,294        | 2,29,117      | 7.80   | ...                            | 2,29,117      | 7.80   | 217                         | 60.10                               |
| 1890 . . . . . | 29,52,108                           | 5,76,436        | 2,32,894      | 7.89   | ...                            | 2,32,894      | 7.89   | 217                         | 59.00                               |
| 1891 . . . . . | 30,50,693                           | 6,13,387        | 2,58,253      | 8.44   | ...                            | 2,58,253      | 8.44   | 231                         | 57.61                               |
| 1892 . . . . . | 31,09,079                           | 6,35,778        | 2,66,647      | 8.57   | ...                            | 2,66,647      | 8.57   | 240                         | 57.46                               |
| 1893 . . . . . | 31,72,223                           | 6,34,181        | 2,85,903      | 8.50   | -1,55,418                      | 1,30,485      | 4.02   | 239                         | 55.41                               |
| 1894 . . . . . | 31,77,536                           | 6,36,284        | 2,66,386      | 8.10   | -29,756                        | 2,36,630      | 7.13   | 239                         | 59.27                               |
| 1895 . . . . . | 31,99,765                           | 7,39,618        | 3,59,033      | 11.25  | -61,740                        | 2,97,293      | 9.28   | 279                         | 59.92                               |
| 1896 . . . . . | 32,12,732                           | 7,91,594        | 3,69,607      | 10.35  | -62,087                        | 2,97,520      | 9.08   | 264                         | 59.93                               |
| 1897 . . . . . | 33,16,445                           | 7,44,266        | 3,38,188      | 10.05  | -55,929                        | 2,77,259      | 8.26   | 291                         | 55.28                               |
| 1898 . . . . . | 33,65,968                           | 7,54,580        | 3,41,109      | 10.13  | -60,432                        | 2,81,677      | 8.37   | 285                         | 54.79                               |
| 1899 . . . . . | 35,05,460                           | 7,14,985        | 2,49,770      | 7.13   | -34,933                        | 2,14,837      | 6.13   | 270                         | 65.07                               |
| 1900 . . . . . | 34,99,467                           | 8,09,158        | 3,61,840      | 10.34  | -64,268                        | 2,97,572      | 8.50   | 305                         | 55.28                               |
| 1901 . . . . . | 34,78,411                           | 7,87,941        | 3,13,861      | 9.02   | -49,971                        | 2,63,890      | 7.58   | 297                         | 60.17                               |
| 1902 . . . . . | 34,96,707                           | 8,50,280        | 3,78,005      | 10.18  | -67,704                        | 3,10,301      | 8.88   | 321                         | 54.66                               |
| 1903 . . . . . | 36,18,058                           | 9,61,063        | 4,16,762      | 11.51  | -79,224                        | 3,37,538      | 9.79   | 368                         | 56.65                               |
| 1904 . . . . . | 37,36,436                           | 10,45,187       | 4,75,327      | 12.71  | -97,200                        | 3,78,027      | 10.11  | 394                         | 53.46                               |
| 1905 . . . . . | 37,51,538                           | 9,72,644        | 4,09,514      | 10.91  | -77,631                        | 3,31,883      | 8.47   | 367                         | 57.70                               |
| 1906 . . . . . | 37,43,284                           | 9,50,351        | 4,02,843      | 10.76  | -75,126                        | 3,27,717      | 8.75   | 370                         | 58.91                               |

## APPENDIX 38—contd.

*History of railways constructed and in progress.*

[For Index see page 112]

Number <sup>Main head 36</sup> <sub>Sub-head (a)</sub> **HOWRAH-AMTA LIGHT RAILWAY (2' 0" gauge)—**

**Running Powers—***Foreign line over Home line :—*

Howrah-Sheakhala light railway, Telkul Ghat to Kadamtala, (for passenger and goods trains) 2·00 miles.

**Details of construction—**

There are 37·19 miles of open line, *viz.*, main line (Telkul Ghat to Amta), 27·19 miles, and branch (Bargachia to Autpur), 10 miles. In addition to these 12·50 miles were sanctioned for construction in 1902, but the commencement of work has not yet been authorized. The construction of the main line was sanctioned in 1895 and it was opened in 1898.

*Permanent-way.*—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pyinkado.

*Ballast.*—The line is ballasted throughout.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 14½ feet.

*Gradients.*—The line is practically level throughout.

**Terms of contracts—**

The Howrah-Amta Light railway is worked on the terms contained in the Bengal Government Notifications No. 111, dated the 26th March 1895, and No. 75-R., dated the 7th April 1902, under the following agreements :—

*Agreements of—*12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

3rd May 1897 (between the District Board of Howrah and the Bengal District Road Tramways Company, Howrah-Amta).

16th August 1901 (between the District Board of Howrah and the Howrah-Amta Light Railway Company).

The general conditions are as follows :—

*Aid by the District Board.*—As subsidy for payment of interest, the District Board has guaranteed a sum sufficient to make the net earnings equivalent to Rs. 1,100 per annum per mile constructed and opened, limited to a maximum annual payment of Rs. 28,000. The free use of a width of 6 feet along one side of the district road, granted to the Company for the purpose of laying the line, a clear width of 1½ feet being left for vehicular traffic.

*Currency of agreement.*—The District Board has the power of determining the agreements after 21 years. In the event of the District Board exercising, in conjunction with the District Board of Hooghly and the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act 3 of 1893 (Bengal Code), the value to be placed upon the railway is to be calculated by adding to the value of the whole undertaking, with all its equipments, as a dividend earning investment, a bonus of 20 per cent. over and above such value.

*Terms of working.*—Whenever the net earnings of the Company in respect of the railway are in excess of 4 per cent. upon the capital for the time being of the Company, surplus profits are divided between the Company and the District Board in equal proportions.

*Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary its rates.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |  |                              |               |  | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|--|------------------------------|---------------|--|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. of net earnings on capital outlay. | Subsidy from District Board. | Total income. | Per cent. of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |  | Rs.                          | Rs.           |  | Rs.                         |                                     |
| 1898 . . .     | 11,24,713                           | 1,89,519        | 78,910        | 7·02   | —15,062                      | 63,848        | 5·08   | 152                         | 58·86                               |
| 1899 . . .     | 11,41,307                           | 2,50,763        | 1,12,794      | 9·83   | —27,835                      | 84,959        | 7·44   | 163                         | 55·02                               |
| 1900 . . .     | 11,88,283                           | 2,56,418        | 1,23,104      | 10·36  | —30,244                      | 92,860        | 7·81   | 172                         | 51·99                               |
| 1901 . . .     | 11,96,697                           | 2,60,530        | 1,14,032      | 9·53   | —26,146                      | 87,936        | 7·35   | 175                         | 56·21                               |
| 1902 . . .     | 12,68,532                           | 2,65,497        | 1,33,120      | 10·49  | —29,703                      | 13,417        | 8·15   | 178                         | 49·86                               |
| 1903 . . .     | 12,88,853                           | 2,77,451        | 1,37,833      | 10·69  | —31,883                      | 1,05,950      | 8·22   | 186                         | 50·32                               |
| 1904 . . .     | 15,91,321                           | 2,97,062        | 1,54,908      | 9·74   | —35,416                      | 1,19,582      | 7·51   | 170                         | 7·82                                |
| 1905 . . .     | 16,07,464                           | 3,28,722        | 1,77,464      | 11·04  | —38,862                      | 1,38,602      | 8·62   | 170                         | 46·01                               |
| 1906 . . .     | 17,90,006                           | 3,51,462        | 1,77,970      | 9·98   | —38,681                      | 1,38,989      | 7·76   | 182                         | 49·45                               |

APPENDIX 38—*contd.**History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 97</sup> <sub>Sub-head (a)</sub> **HOWRAH-SHEAKHALA LIGHT RAILWAY (2' 0" gauge)—**

**Running powers—***Home line over Foreign line :—*

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, (for passenger and goods trains) miles 2·00.

**Details of construction—**

The line is 19·75 miles long, *viz.*, main line (Kadamtala to Sheekhala), 17·38 miles, and Chanditala-Janai branch 2·37 miles. The construction of the main line was sanctioned in 1895 and it was opened in 1897.

*Permanent-way.*—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, laid on cross sleepers of pyinkado.

*Ballast.*—The line is ballasted throughout.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 144 feet radius at Howrah town.

*Gradients.*—The line is practically level throughout.

**Terms of contracts—**

The Howrah-Sheekhala Light railway is worked on the terms contained in the Bengal Government Notification No. 112, dated the 26th March 1895, under the following agreements :—

*Agreements of*—12th June 1889 (between the District Board of Howrah and the Bengal District Road Tramways Company).

16th July 1889 (between the District Board of Hooghly and the Bengal District Road Tramways Company).

The general conditions are as follows :—

*Aid by the District Board.*—The District Board of Hooghly have guaranteed to make up the net earnings to Rs. 950 per mile constructed and opened per annum. The free use of a width of 6 feet along one side of the district road, has been granted to the company for the purpose of laying the line, provided that there shall nowhere be a less width of metalled road clear of the inner rail of the line than 16 feet.

*Currency of agreement.*—The agreement is current for a period of 21 years. In the event of the District Boards exercising, in conjunction with the Municipality of Howrah, the right of purchase conferred upon them by section 41 of Act III of 1883 (Bengal Code), the price to be placed upon the tramway is to be calculated by adding to the value of the whole tramway with all its equipment as then constituted a bonus of 15 per cent. over and above such value.

*Terms of working.*—Whenever the net earnings of the company are in excess of 1 per cent. upon the capital of the company actually paid up and expended for the time being, surplus profits are divided between the company and the District Board of Hooghly in the proportion of two-thirds to the Company and one-third to the District Board.

*Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary rates.

**Statistics of working—**

| TABLE I.       |                                     |                 |               |  |                              |               |  | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|--|------------------------------|---------------|--|-----------------------------|-------------------------------------|
| Calendar year. | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. of net earnings on capital outlay. | Subsidy from District Board. | Total income. | Per cent. of total income on capital outlay. | Earnings per mile per week. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |  | Rs.                          | Rs.           |  | Rs.                         |                                     |
| 1898 . . . . . | 6,09,398                            | 76,166          | 16,768        | 2·75   | 4,267                        | 21,035        | 3·45   | 70                          | 72·12                               |
| 1899 . . . . . | 6,09,434                            | 73,398          | 21,453        | 3·52   | —250                         | 21,203        | 3·48   | 65                          | 70·77                               |
| 1900 . . . . . | 6,09,440                            | 76,019          | 26,824        | 4·40   | —999                         | 25,825        | 4·24   | 74                          | 64·71                               |
| 1901 . . . . . | 6,09,446                            | 75,579          | 23,165        | 3·80   | 1,108                        | 24,273        | 3·98   | 77                          | 70·52                               |
| 1902 . . . . . | 6,09,565                            | 82,019          | 31,739        | 5·20   | —550                         | 31,189        | 5·12   | 80                          | 61·38                               |
| 1903 . . . . . | 6,14,715                            | 87,049          | 34,950        | 5·68   | —668                         | 34,282        | 5·57   | 85                          | 59·85                               |
| 1904 . . . . . | 6,14,715                            | 86,261          | 39,055        | 6·35   | —2,747                       | 36,308        | 5·91   | 84                          | 54·72                               |
| 1905 . . . . . | 6,13,008                            | 88,266          | 38,128        | 6·21   | —2,419                       | 35,709        | 5·82   | 86                          | 56·80                               |
| 1906 . . . . . | 6,14,396                            | 90,595          | 37,047        | 6·02   | —2,548                       | 34,499        | 5·62   | 88                          | 59·11                               |

## APPENDIX 38—conold.

*History of railways constructed and in progress.*

[For Index see page 112.]

Number <sup>Main head 38</sup> <sub>Sub-head (a)</sub> . JORHAT (STATE) RAILWAY (2' 0" gauge)—

The line was constructed out of Provincial revenues by the Government of Assam for the convenience of the numerous tea gardens in the neighbourhood of Jorhat.

**Details of construction—**

The line is 31.75 miles long, viz., main line (Borghop to Titabar), 24.75 miles, and Mariani branch, 7 miles. Construction was sanctioned in 1883; the main line was opened in 1887 and the branch in 1885.

*Permanent-way.*—Excepting 2.51 miles of the line between Jorhat and Gosaigaon, which is laid with steel rails 30-lb. to the yard, the rest of the line, including the section from Gosaigaon to Borghop, is laid with steel rails, 18-lb. to the yard.

*Ballast.*—The line is unballasted.

*Fencing.*—The line is not fenced.

*Curves.*—The sharpest curve is of 480 feet radius.

*Gradients.*—Four miles on a gradient of 1 in 800.

**Terms of contract—**

The line is owned and worked by the State.

**Statistics of working—**

| Calendar year. | TABLE I.                            |                 |               |                              |           |                            | TABLE II.                   |                                     |
|----------------|-------------------------------------|-----------------|---------------|------------------------------|-----------|----------------------------|-----------------------------|-------------------------------------|
|                | Capital outlay to end of each year. | Gross earnings. | Net earnings. | Per cent. on capital outlay. | Interest. | Gain or loss to the State. | Earnings per mile per work. | Proportion of expenses to earnings. |
|                | Rs.                                 | Rs.             | Rs.           |                              | Rs.       | Rs.                        | Rs.                         |                                     |
| 1884 . . . . . | 4,38,333                            | 1,161           | —463          | ...                          | 17,533    | —18,016                    | 40                          | 141.60                              |
| 1885 . . . . . | 5,14,641                            | 31,818          | —7,455        | ...                          | 19,395    | —26,850                    | 25                          | 123.14                              |
| 1886 . . . . . | 5,84,608                            | 38,271          | —13,887       | ...                          | 22,026    | —35,913                    | 28                          | 136.28                              |
| 1887 . . . . . | 6,79,372                            | 49,199          | —13,772       | ...                          | 26,068    | —40,300                    | 32                          | 127.99                              |
| 1888 . . . . . | 7,10,376                            | 55,477          | 75            | ...                          | 27,607    | —27,732                    | 38                          | 90.86                               |
| 1889 . . . . . | 7,33,649                            | 59,685          | —3,543        | ...                          | 29,057    | —32,600                    | 42                          | 105.94                              |
| 1890 . . . . . | 7,42,351                            | 61,997          | 6,162         | 0.85                         | 29,448    | —23,286                    | 44                          | 90.06                               |
| 1891 . . . . . | 7,51,421                            | 64,568          | 1,453         | 0.20                         | 30,026    | —23,543                    | 47                          | 97.70                               |
| 1892 . . . . . | 7,54,791                            | 66,079          | 11,789        | 1.56                         | 30,107    | —18,318                    | 48                          | 82.16                               |
| 1893 . . . . . | 7,99,680                            | 69,910          | 14,436        | 1.81                         | 32,013    | —17,577                    | 52                          | 79.32                               |
| 1894 . . . . . | 8,18,184                            | 71,933          | 11,501        | 1.37                         | 32,587    | —21,386                    | 52                          | 84.43                               |
| 1895 . . . . . | 8,25,409                            | 84,606          | 18,720        | 2.26                         | 32,919    | —14,199                    | 61                          | 77.91                               |
| 1896 . . . . . | 8,65,300                            | 89,996          | 13,745        | 1.59                         | 33,502    | —19,817                    | 65                          | 84.73                               |
| 1897 . . . . . | 9,02,416                            | 96,186          | 14,124        | 1.57                         | 36,102    | —21,978                    | 69                          | 85.83                               |
| 1898 . . . . . | 9,09,445                            | 95,958          | 20,135        | 2.21                         | 36,179    | —16,044                    | 70                          | 79.02                               |
| 1899 . . . . . | 9,31,026                            | 96,488          | —5,946        | ...                          | 37,228    | —43,174                    | 72                          | 106.16                              |
| 1900 . . . . . | 9,08,643                            | 86,695          | —15,664       | ...                          | 36,341    | —52,005                    | 63                          | 118.05                              |
| 1901 . . . . . | 9,01,038                            | 83,184          | —4,169        | ...                          | 36,248    | —40,417                    | 56                          | 105.01                              |
| 1902 . . . . . | 8,95,693                            | 86,641          | —3,655        | ...                          | 36,237    | —39,892                    | 57                          | 104.92                              |
| 1903 . . . . . | 9,03,343                            | 90,710          | 13,594        | 1.51                         | 36,408    | —22,814                    | 59                          | 85.01                               |
| 1904 . . . . . | 9,03,781                            | 74,398          | —8,840        | ...                          | 36,260    | —40,100                    | 47                          | 105.17                              |
| 1905 . . . . . | 9,08,441                            | 78,600          | 2,458         | 0.27                         | 36,459    | —34,022                    | 50                          | 96.87                               |
| 1906 . . . . . | 9,09,185                            | 92,540          | 12,895        | 1.43                         | 37,419    | —24,424                    | 59                          | 85.95                               |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated.        | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.                                    | Whether surveyed or not. |
|---|---|---|--------------------------|
| <b>A</b>  |   |   |                          |
| Abasana-Suigam branch (Bombay)  | .....   | .....   | .....                    |
| Aden railway (Bombay) ...   | .....   | (i) Aden and Nohat Dakim<br>via Lahej.                          | Not surveyed ...         |
|   |   | <i>Alternative</i>  |                          |
|   |   | (ii) Aden and Sheikh Othman an.<br>D'hala.                      | Ditto ...                |
| Agra-Bharatpur railway (United Provinces and Rajputana) ( <i>New project</i> ). | Bombay, Baroda and Central India railway (Rajputana-Malwa).                       | Agra and Bharatpur ...  | Survey sanctioned ...    |
| Agra-Hathras railway (United Provinces).  | Do.   | Agra and Hathras ...  | Surveyed ..              |
| Allahabad-Benares railway (United Provinces).                                   | Bengal and North-Western railway.   | Allahabad and Benares ...                                       | Ditto ...                |
|   |   | Mirzapur Branch ...   | Ditto ...                |
| Ammayanayakkanur-Uttamapalayam railway (Madras).                                | South Indian railway ...  | Ammayanayakkanur and Uttamapalayam.                             | Surveyed ...             |
| Amraoti-Ellichpur light railway (Central Provinces).                            | Great Indian Peninsula railway.   | Amraoti and Ellichpur ...                                       | Surveyed ...             |
| Amraoti-Sonnair railway (Central Provinces) ( <i>New project</i> ).             | Ditto   | Amraoti & Sonnair via Mersi                                     | Under survey ...         |
| Arakan Coast extensions (Burma)   | .....   | .....   | .....                    |
| Arsikere-Mangalore railway (Mysore and Madras).                                 | Southern Mahratta railway   | Arsikere and Mangalore ...                                      | Surveyed ...             |
| Assam-Burma connection railway (Eastern Bengal and Assam, and Burma).           | Assam-Bengal railway.   | (i) Chittagong-Akyab-Minhla (Aeng pass route).                  | Surveyed ...             |
|   |   | <i>Alternatives</i>   |                          |
|   |   | (ii) Lunding-Maripur-Tam mu-Yuwo-Kyathin (Manipur route).       | Do. ...                  |
|   |   | (iii) Makum to Mogaung (Hukong Valley route).                   | Do. ...                  |
|   |   | (iv) Chittagong Zadabin-Prome.                                  |                          |
|   |   | Prome to Zadabin ...  | Do. ...                  |
|   |   | Taungup branch ...  | Do. ...                  |
|   |   | Zadabin to Zibingyi ...   | Reconnoitred ...         |
| Auriya-Rura railway (United Provinces) ( <i>New project</i> ).                  | East Indian railway ...   | Auriya and some point between Cawnpore and Phaphund (say Rura). | Survey sanctioned ...    |
| Azamgarh-Goshainganj United Provinces.  | Bengal and North-Western railway.   | Azamgarh and Goshainganj ...                                    | Under survey ...         |
| <b>B</b>  |   |   |                          |
| Bachhwara-Rowsara branch (Bengal).  | Bengal and North-Western railway (Tirhoot section).                               | Bachhwara and Rowsara ...                                       | Not surveyed ...         |
| Badin-Jungshahi extension (Bombay).   | .....   | .....   | .....                    |
| Bagalkot-Hungund branch (Bombay)  | Southern-Mahratta railway.  | Bagalkot and Hungund ...  | Surveyed ...             |

## DIX 38-A.

corrected up to 31st December 1906.

| Gauge.                      | Length. | Estimated cost. | REMARKS.  |
|-----------------------------|---------|-----------------|---|
|                             | Miles.  | Rs.             |   |
| ...                         | ...     | ...             | See "Deesa-Tharad railway."   |
| 2' 6"                       | 40      | ...             | The consideration of the question of railway construction at Aden has been deferred.  |
| ...                         | ...     | ...             |   |
| 5' 6"                       | 33      | ...             | This line has been proposed with a view to making Agra one of the termini of the Nagda-Muttra railway, which is now under construction.   |
| 3' 3½"                      | 30      | ...             | The survey has been completed but the results have not yet been received by the Railway Board.  |
| 3' 3½"                      | 91.7    | 49,48,539       | The chief object of this project is to place the metre gauge lines of the Doabs in direct and unbroken communication with the capital of the United Provinces.  |
| 3' 3½"                      | 10.3    | 5,20,000        | The line has been brought under construction since the close of the year.   |
| 3' 3½"                      | 61.46   | ...             | This line has been proposed by the District Board of Madura who are levying a special cess for promoting railway construction in the district. It was originally intended that the line should start from Dindigul, but at the suggestion of the Agent, South Indian railway, Ammayanayakkarur has been adopted as the point of junction with that line. The survey has been completed and the results are awaited.   |
| 2' 6"                       | 30.64   | 7,92,953        |   |
| 5' 6"                       | 100     | ...             |   |
| ...                         | ...     | ...             | See "Promo-Taungup" and "Zadabin-Zibingyi" under "Assam-Burma connection railway."  |
| 2' 6"                       | 135.71  | 85,43,784       | The line is intended to afford connection between the coffee estates on and near the top of the Mysore plateau with Mangalore port. The Arsikere-Hassan section (27.81 miles) is estimated for a metre gauge substructure, owing to the probability of its eventually forming part of the Mysore-Arsikere chord.  |
| 3' 3½"                      | 450     | 7,00,00,000     | The results of the surveys of the first three routes were forwarded to the Secretary of State for India in 1896, when the Government of India recorded the opinion that they were unable to support the immediate construction of any of the projected lines: as there was no prospect of any of them being commercially successful, and that, while the Military authorities preferred the Manipur route, the connection was of no urgency from either a political or military standpoint.     |
| 3' 3½"                      | 385     | 6,50,00,000     | The fourth and most southerly of these routes includes branches to Taungup and Akyab and was proposed in 1905 by the Government of Burma, who carried out from Provincial funds the survey from Promo to Zadabin and Taungup and the reconnaissance from Zadabin to Zibingyi, and urged the carrying out from Imperial funds of a detailed survey of the Zadabin-Chittagong section, including the Akyab branch. The proposal is under consideration. [See also "Buthidaung-Maungdaw railway".] |
| 3' 3½"                      | 28.4    | 3,83,00,000     |   |
| 3' 3½"                      | 109½    | 2,48,89,800     |   |
| 3' 3½"                      | 4       | 2,72,500        |   |
| 3' 3½"                      | 170     | 1,87,00,000     |   |
| Not stated, probably 5' 6". | 19      | ...             |   |
| 3' 3½"                      | 59      | ...             |   |
| 3' 3½"                      | 14      | 5,50,000        |   |
| ...                         | ...     | ...             | See "Lower Sind branches."  |
| 3' 3½"                      | 31      | 24,41,757       | This line will form a feeder to the Bijapur branch of the Southern Mahratta railway.  |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated. | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.  | Whether surveyed or not.                          |
|--|---|---|---|
| <i>B—contd.</i>  |   |   |   |
| Bahadarpur (Garda)-Songhir extension (Bombay).                           | Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).                      | Bahadarpur and Songhir ...  | Surveyed ...                                      |
| Balamau-Sitapur railway (United Provinces).                              | Oudh and Rohilkhand railway.  | Balamau and Sitapur ...   | Surveyed ...                                      |
| Bangalore (Taragupet)-Chikballapur light railway (Mysore).               | Southern Mahratta railway.  | Bangalore and Chikballapur ...  | Surveyed ...                                      |
| Bankura (or Bishenpur)-Calcutta chord railway (Bengal).                  | Bengal-Nagpur railway   | Bishenpur <i>via</i> Bhandarhati, and Hooghly or Howrah or that neighbourhood.                      | Surveyed ...                                      |
| Bansdih road-Maneerghat branch (United Provinces).                       | Bengal and North-Western railway.   | Bansdih road and Maneerghat.  | Under survey ...                                  |
| Baran-Marwar railway (Rajputana).  | Bombay, Baroda and Central India railway (Rajputana-Malwa).                       | Baran and Marwar with extensions—<br>(i) Jchazpur to Nasirabad ...<br>(ii) Jchazpur to Paondero ... | Surveyed ...<br>Do. ...<br>Do. ...                |
| Baran-Nasirabad railway (Rajputana).                                     | .....   | .....   | .....   |
| Baroda-Savli railway (Bombay) ...  | Bombay, Baroda and Central India railway (Gaekwar's Dabhoi).                      | Baroda and Savli ...  | Surveyed ...                                      |
| Barwaha-Bodeli light railway (Central India).                            | Bombay, Baroda and Central India railway (Rajputana-Malwa).                       | Barwaha to Bodeli ...<br><i>Alternative.</i><br>Barwaha to Nandod...<br>Baura and Konaghat ...      | Reconnoitred ...<br>Ditto ...<br>See "Remarks" .. |
| Baura-Matabhangah-Konaghat extension (Eastern Bengal and Assam).         | Bengal Dooars railway   | Baura and Konaghat  |   |
| Bausi-Baidyanath railway (Bengal)  | East Indian railway ...   | (i) Bausi to Baidyanath ...<br><i>Alternative.</i><br>(ii) Bausi to Adjai ...                       | Surveyed ...<br>Do. ...                           |
| Belapur (or Lakh)-Sangamner branch (Bombay).                             | Great Indian Peninsula railway.   | Lakh and Sangamner ...  | Reconnoitred ...                                  |
| Bellarpur-Warangal railway (Central Provinces and Hyderabad, Nizam's).   | .....   | .....   | .....   |
| Belo-Shahbunder light railway (Bombay).                                  | .....   | .....   | .....   |
| Berhampur-Gopalpur light railway (Madras).                               | .....   | .....   | .....   |
| Berhampur-Russelkonda light railway (Madras).                            | .....   | .....   | .....   |
| Bezwa-Jaggiapett branch (Madras).  | Madras railway ...  | Bezwa and Jaggiapett ...  | Not surveyed ...                                  |
| Bhagalpur-Nalhati (or Ahmadpur) railway (Bengal).                        | East Indian railway ...   | Bhagalpur and Nalhati or Ahmadpur,  | Do. ...   |

## DIX 38-A—continued.

corrected up to 31st December 1906.

| Gauge.               | Length.                           | Estimated cost.       | REMARKS.   |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
|----------------------|-----------------------------------|-----------------------|--|--|--------|--|-----|----------------------|-------|---------------|-------------|--|--|------------|-----------|------------|-------|------------|-------------|--|--|------------|-------------|
|                      | Miles.                            | Rs.                   |  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 2' 6"                | 8<br>(Bahadarpur to Heran river). | 5,84,000              | The line will be constructed by the Baroda Durbar in whose territory it will entirely lie.   |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 5' 6"                | 37'12                             | 19,45,446             | The Secretary of State has approved of the construction of this line as part of the Oudh and Rohilkhand railway.   |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 2' 6"                | 33'99                             | 7,19,765              | No application has yet been made to the Railway Board for the construction of this line.   |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 5' 6"                | See "Remarks."                    |                       | The length and estimated cost are as follows:—<br><table> <tr> <td></td><td>Miles.</td><td></td><td>Rs.</td></tr> <tr> <td>Bishenpur to Hooghly</td><td>71'44</td><td>{ Double line</td><td>1,32,55,476</td></tr> <tr> <td></td><td></td><td>{ Single "</td><td>91,02,355</td></tr> <tr> <td>" " Howrah</td><td>81'00</td><td>{ Double "</td><td>1,47,11,125</td></tr> <tr> <td></td><td></td><td>{ Single "</td><td>1,00,74,837</td></tr> </table> <p>To the above has to be added the cost of a bridge over the Hooghly and approaches (double line), estimated at Rs. 72,57,856 for 5'92 miles if constructed at Cossipore, or Rs. 54,46,956 for 5'19 miles, if constructed at Panhati.</p> |  | Miles. |  | Rs. | Bishenpur to Hooghly | 71'44 | { Double line | 1,32,55,476 |  |  | { Single " | 91,02,355 | " " Howrah | 81'00 | { Double " | 1,47,11,125 |  |  | { Single " | 1,00,74,837 |
|                      | Miles.                            |                       | Rs.  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| Bishenpur to Hooghly | 71'44                             | { Double line         | 1,32,55,476  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
|                      |                                   | { Single "            | 91,02,355  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| " " Howrah           | 81'00                             | { Double "            | 1,47,11,125  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
|                      |                                   | { Single "            | 1,00,74,837  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 3' 3½"               | 13                                | .....                 | The line has been proposed by the Bengal and North-Western railway as a feeder to their main line.   |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 3' 3½"               | 213'39                            | 1,36,66,806           | Two lines were surveyed in 1898-99, viz., Baran to Nasirabad and Baran to Marwar; the length and cost of the former being 153'29 miles and Rs. 96,11,662, respectively.  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 3' 3½"               | 60                                | Not given separately. | The Baran-Kotah section of this line is under construction.  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 3' 3½"               | 70'85                             | 31,62,877             |  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| ...                  | ...                               | ...                   | See "Baran-Marwar railway."  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 2' 6"                | 32                                | ...                   | The results of survey have not yet been submitted.   |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 2' 6"                | 163½                              | 54,28,691             | The alternative to Nandod includes a bridge over the Nerbudda, which partly accounts for the higher cost.  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 2' 6"                | 193½                              | 72,49,284             |  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 3' 3½"               | 20                                | ...                   | The survey of this line by the agency of the Bengal Dooars railway was sanctioned by the Government of India in 1900, but the results have not yet been received.  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 5' 6"                | 44'43                             | 32,35,066             |  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 5' 6"                | 44'94                             | 32,96,899             |  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 5' 6"                | 32'86                             | ...                   | An alternative alignment, four miles shorter, from Belapur <i>via</i> Babilishwar, was also examined but the estimates of cost have not been submitted.  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| ...                  | ...                               | ...                   | See "North and South railway."   |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| ...                  | ...                               | ...                   | See "Light railways in Sind."  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| ...                  | ...                               | ...                   | See "Ganjam District Light railways."  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| ...                  | ...                               | ...                   | Ditto.   |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 5' 6"                | 54                                | 43,50,000             |  |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |
| 5' 6"                | ...                               | ...                   | This line will probably be constructed by the East Indian Railway Company.   |  |        |  |     |                      |       |               |             |  |  |            |           |            |       |            |             |  |  |            |             |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated. | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.                                      | Whether surveyed or not.       |
|--|---|---|--------------------------------|
| <b>B—concl'd.</b>  |   |   |                                |
| Bhamo-Momein (Tengyueh) railway (Burma).                                 | Burma railways across a ferry between Bhamo and Katha.                            | Bhamo and Momein ...  | Reconnoitred ...               |
| Bhatni-Bettiah extension (Bengal)  | Bengal and North-Western railway.   | Bhatni and Bettiah ...  | Partly surveyed ...            |
| Bhojudih-Daltonganj railway (Bengal).                                    | Bengal-Nagpur railway   | Bhojudih and Daltonganj ...                                       | Surveyed ...                   |
| Bilaspur-Mungeli-Mandla railway (Central Provinces).                     | Bengal-Nagpur railway   | Bilaspur and Mandla ...   | Under survey ...               |
| Bir-Bhopal railway (Central India and Central Provinces). (New project.) | Great Indian Peninsula railway.   | Bir and Bhopal ...  | Being reconnoitred ...         |
| Bishenpur (or Bankura)-Calcutta railway.                                 | .....   | .....   | .....                          |
| Bombay-Sind connection railway (Cutch, Sind and Bombay).                 | Bombay, Baroda and Central India railway.   | Viramgam and Badin—<br>(i) Northern route<br>(ii) Cutch route ... | Reconnoitred ...<br>Do. ...    |
| Bombay-Southern Mahratta railway (Bombay).                               | Southern Mahratta railway.  | Karad Road and Hogg Island and Vingorla.                          | Not surveyed ...               |
| Borawar (or Degana)-Hissar railway (Rajputana and Punjab).               | Jodhpur-Bikaner railway   | Borawar (or Degana) and Hissar                                    | Under survey ...               |
| Borjan-Suntak tramway (Eastern Bengal and Assam).                        | Assam-Bengal railway ...  | Borjan and Suntak ...   | Not surveyed ...               |
| Broach-Jambusar-Masor Road railway (Bombay).                             | Bombay, Baroda and Central India railway.   | Broach and Masor Road ...   | Not surveyed ...               |
| Burdwan-Kutwa railway (Bengal)   | East Indian railway ...   | Burdwan and Kutwa ...   | Surveyed ...                   |
| Buthidaung-Maungdaw railway (Burma).                                     | .....   | Buthidaung and Maungdaw ...                                       | Surveyed for a 2' 0" tramway.  |
| <b>C.</b>  |   |   |                                |
| <b>CACHAR DISTRICT TRAMWAYS—</b>   |   |   |                                |
| Sealtick—Lala Bazar (Eastern Bengal and Assam).                          | Assam-Bengal railway  | Sealtick and Lala Bazar ...                                       | Reconnoitred by the promoters. |
| Silchar—Duarbund (Eastern Bengal and Assam).                             |   | Silchar and Duarbund ...  | Ditto ...                      |
| Silchar—Tikalpur (Eastern Bengal and Assam).                             |   | Silchar and Tikalpur ...  | Ditto ...                      |
| Calcutta Central railway (Bengal)  | East Indian railway   | Howrah and Sealdah ...  | Not surveyed ...               |
| Captainganj-Padrauna branch (United Provinces).                          | Bengal and North-Western railway.   | Captainganj and Padrauna ...                                      | Not surveyed ...               |

## DIX 38-A—continued.

corrected up to 31st December 1906.

| Gauge.           | Length. | Estimated cost. | REMARKS.  |
|------------------|---------|-----------------|---|
|                  | Miles.  | Rs.             |   |
| 2' 6"            | 124     | 1,14,42,000     | A detailed survey has been sanctioned and is in progress.   |
| 3' 3½"           | 50      | ...             | The survey was carried out in 1903 up to the east bank of the Gandak river, about 42 miles, and was then abandoned by the Bengal and North-Western railway.   |
| 5' 6"            | 171     | 1,68,00,000     |   |
| 2' 6"            | 170     | ...             | This line will shorten the distance between Nainpur, the centre of the Satpura system, and Calcutta by about 56 miles.  |
| 5' 6"            | 110     | ...             | This line has been proposed as an alternative to the doubling of the section from Itarsi to Bhopal.   |
| ...              | ...     | ...             | See "Bankura (or Bishenpur)-Calcutta railway."  |
| 5' 6"            | 269     | 2,12,73,000     | These routes were reconnoitred during 1906. Both start from Viramganj and terminate at Badin. The northern route passes through Radhanpur, Suigam, Nagar Parker and Rohim-ki-Bazar, while the southern route, which traverses the territory of His Highness the Rao of Cutch, goes <i>via</i> Malia, Anjar, Bhuj and Lakhpat.   |
| 5' 6"            | 304     | 2,36,14,250     |   |
| 3' 3½"           | 202     | 1,58,09,000     |   |
| 3' 3½"           | 180     | 33,07,790       | This line has been proposed by the Jodhpur and Bikaner Durbars for construction and working as part of the Jodhpur-Bikaner railway. It will be about 200 miles in length if Degana be taken as the initial point. It will probably supersede the Kuchaman-Sirsa chord railway.  |
| { 6 miles 3' 3½" | 8       | ...             |   |
| { 2 " 2'         |         |                 |   |
| 2' 6"            | 31      | ...             | The Baroda Durbar offered to construct the line in 1903, but have since abandoned it.   |
| 5' 6"            | 34      | 26,49,418       | This line will probably be constructed by the East Indian railway as part of their undertaking when funds are available.  |
| 3' 3½"           | 17.25   | ...             | The Arakan Company, Limited, are negotiating with the Government of Burma for the construction of this line, with the possibility of its ultimate absorption in the Prone-Zadabin-Chittagong scheme. [See "Assam-Burma railway connection".] This proposal is under consideration. The original proposal by the Company was for a 2' 0" tramway (for which alone a survey has been made) at an estimated cost of Rs. 9,49,858. It has since been dropped.   |
|                  |         |                 | The Railway Board have approved of a survey being carried out on the 3' 3½" gauge at the expense of Government.   |
| 2' 6"            | 24      | 14,75,405       | These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The proposals fell through owing to the inability of the Local Administration to guarantee interest on capital at 3 per cent. per annum which the promoters had asked for.   |
| 2' 6"            | 22      |                 |   |
| 2' 6"            | 14      |                 |   |
| 5' 6"            | ...     | £1,500,000      | The scheme comprised a permanent road and railway bridge over the Hooghly at the site of the existing floating bridge, a central passenger station at Calcutta and an elevated junction railway to unite the East Indian and Eastern Bengal State railways and the Kidderpore docks. The estimated cost represents the total capital proposed to be raised, the figure being increased to £2,750,000 if a broad avenue to afford access to the Central station from Howrah be included in the scheme. In view of the objections of the Special Committee appointed to report on the scheme, the opinions expressed by the Government of Bengal and the fact that the project did not receive the support of those most interested in its execution, the offer made in 1898 by a Syndicate to form a company to undertake the work was not accepted. |
| 3' 3½"           | 18      | ...             |   |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated.   | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.   | Whether surveyed or not.           |
|--|---|--|------------------------------------|
| <i>C—concl'd.</i>  |   |  |                                    |
| Cawnpore-Banda railway (United Provinces) ( <i>New project</i> ).          | Great Indian Peninsula railway.   | Cawnpore to Banda <i>via</i> Hamirpur and Maudha, with a branch from Maudha to Harpalpur <i>via</i> Rath.  | Under survey ...                   |
| Cawnpore-Hamirpur railway (United Provinces).                              | East Indian railway ...   | Cawnpore to the river Jumna opposite Hamirpur.   | Not surveyed ...                   |
| Cawnpore-Rae Bareilly-Fyzabad railway (United Provinces).                  | Great Indian Peninsula railway.   | Cawnpore and Fyzabad ...   | Partly surveyed ...                |
| Changa Manga-Chunian-Pakpatan branch (Punjab).                             | North Western railway   | Changa Manga and Pakpatan ...  | Not surveyed ...                   |
| Chansama-Harij railway extension to Kathi (Bombay) ( <i>New project</i> ). | Bombay, Baroda and Central India railway (Gackwar's Mchsan.)                      | Harij and Kathi ...  | Not stated ...                     |
| Chicacole Road—Calingapatam light railway (Madras).                        | ...   | ...  | ...                                |
| Chicacole Road-Gunipur light railway (Madras).                             |   |  |                                    |
| Chicacole Road—Parvatipur light railway (Madras).                          |   |  |                                    |
| Chhor-Tatta railway (Bombay) ...   | ...   | ...  | ...                                |
| Chupra-Mashrak railway (Bengal)  | Bengal and North-Western railway.   | Chupra and Mashrak ...   | Under survey ...                   |
| Cuddalore-Vriddhachalam railway (Madras).                                  | South Indian railway ...  | Cuddalore and Vriddhachalam...   | Surveyed ...                       |
| <i>D.</i>  |   |  |                                    |
| Dacca-Aircha extension (Eastern Bengal and Assam).                         | ...   | ...  | ...                                |
| Dacca-Mymensingh railway extensions (Eastern Bengal and Assam)             | Dacca section, Eastern Bengal State railway.                                      | (i) Dacca to Aircha ..<br><i>Alternative.</i><br>Tangi, <i>via</i> Darsora, to Aircha.<br>(ii) Mymensingh, <i>via</i> Netrokona to Bara Ari, with a branch from Shambhuganj to Gauripur. | Surveyed ...<br>Do. ...<br>Do. ... |
| Dalla-Dedaye railway (Burma) ...   | Burma railways ...  | (iii) Singhjani, <i>via</i> Sherpur, to Nalitabari.  | Do. ...                            |
|  |   | (iv) Netrokona to Langar Bazar   | Do. ...                            |
|  |   | Dalla to a point opposite Dedaye<br>With a branch to Twante ...  | Reconnitred<br>Do. ...             |
| Damoh-Atarra light railway (Central Provinces and Central India).          | Great Indian Peninsula railway.   | Damoh and Atarra ...   | Do. ...                            |
| Darbhanga-Khagaria chord (Bengal).   | Bengal and North-Western railway.<br>(Firhoot section.)                           | Darbhanga and Khagaria ...   | Under survey ...                   |
| Darrang District tramway (Eastern Bengal and Assam).                       | .....   | .....  | .....                              |

## DIX 38-A—continued.

corrected up to 31st December 1906.

| Gauge. | Length. | Estimated cost. | REMARKS.  |
|--------|---------|-----------------|---|
|        | Miles.  | Rs.             |   |
| 5' 6"  | 147     | ...             | This will include the Cawnpore-Hamirpur railway project.  |
| ...    | 35½     | ...             | The line is assumed to cost Rs. 15,000 per mile on the 2' 6" gauge. Proposals were received in 1904 for its construction as a steam tramway on the 2' gauge. The District Board of Cawnpore agreed to guarantee interest on working capital at 4 per cent. on condition of receiving a moiety of surplus profits. In 1905 the promoters intimated that they did not desire to proceed with the scheme. The Cawnpore-Banda railway will include this line. |
| 5' 6"  | 140     | 1,12,00,000     | This line was proposed by the late Indian Midland Railway Company in 1899. The Cawnpore-Rae Bareilly section, 58 miles, has been surveyed by the Oudh and Rohilkund railway, and the results are awaited.   |
| 5' 6"  | 70      | 56,00,000       | This branch was selected by the Committee, appointed by the Punjab Government in 1896 to report upon railway feeders, as the most suitable out of many projects put forward for serving the rich irrigated tract on the right bank of the Sutlej. The major portion of this line will be merged in the Patti-Lodhran railway, which is at present under survey.   |
| 3' 3½" | 7½      | ...             | This line will probably be constructed by the Baroda Durbar in whose territory it will entirely lie.  |
| ...    | ...     | ...             | See under "Ganjam District light railways."   |
| ...    | ...     | ...             | See under "Light railways in Sind."   |
| 3' 3½" | 21      | ...             |   |
| 3' 3½" | 34      | ...             | The results of survey have not yet been received by the Railway Board.  |
| ...    | ...     | ...             | See under "Dacca-Mymensingh railway extensions."  |
| 3' 3½" | 45      | 76,71,060       |   |
| 3' 3½" | 45      | 75,72,105       |   |
| 3' 3½" | 36½     | 27,26,812       | Includes the cost of a bridge over the Brahmaputra. If a ferry, instead of a bridge, be provided, the cost would be Rs. 20,92,797. Proposals were received in 1904, from a Syndicate, for the construction of the Mymensingh-Netrokona railway on the metre gauge and of the Singhjani-Sherpur-Nalitabari line on the 2' 6" gauge. The promoters were informed in the same year of the terms on which a concession could be granted.                      |
| 3' 3½" | 25      | 12,38,886       | For a well equipped line, with ferry. For a cheap line with, and without, ferry the cost is estimated at Rs. 9,21,250 and Rs. 8,40,250, respectively.   |
| 3' 3½" | 50½     | ...             | The results of survey are awaited.  |
| 3' 3½" | 34½     | 16,85,814       | The line was proposed to serve the delta of Lower Burma. It would have to contend against keen river competition and, therefore, its prospects are not promising.   |
| 3' 3½" | 14½     | 7,11,472        |   |
| 2' 6"  | 151     | 27,18,000       | This line was put forward by the late Indian Midland Railway Company in 1899 as a feeder to their railway system.   |
| 3' 3½" | 59      | ...             |   |
| ...    | ...     | ...             | See "Mangaldai tramway."  |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated. | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.  | Whether surveyed or not.                          |
|--|---|---|---|
| <b>D.—concl'd.</b>   |   |   |   |
| Deesa-Tharad railway (Bombay)...   | Bombay, Baroda and Central India railway (Palarnpur-Deesa).                       | Deesa to Tharad with branches—<br>(i) Diodar to Radhanpur.<br>(ii) Abasana to Suigam ...  | } Surveyed ...<br>Do. ...                         |
| Degana (or Borawar)-Hissar railway (Rajputana and Punjab).               | ...   | .....   | .....   |
| Dehra-Mussooree-Landour railway (United Provinces).                      | Oudh and Rohilkund railway. (Hardwar-Dehra.)                                      | Dehra to Mussooree ...<br>Mussooree to Landour ...  | Surveyed ...<br>Not surveyed ...                  |
| Dehra Ghazi Khan-Sakhi Sarwar branch (Punjab).                           | North Western railway...  | Dehra Ghazi Khan and Sakhi Sarwar.  | Do. ...   |
| Dhak branch (Punjab) ( <i>New project</i> ).                             | Ditto ...   | Dhak to the foot of the hills near Katha.   | Under survey ...                                  |
| Dharmapuri-Bangalore railway (Madras and Mysore).                        | Madras railway ...  | Dharmapuri <i>via</i> Palakodu to Bangalore with a branch from Palakodu to Krishnagiri.   | Surveyed ...                                      |
| Dholka-Dhandhuka-Ranpur extension (Bombay).                              | Bombay, Baroda and Central India railway (Ahmedabad-Dholka).                      | Dholka to Dhandhuka <i>via</i> Fedra<br><i>Alternative.</i><br>Dholka to Dhandhuka <i>via</i> Gamph<br>Dhandhuka to Ranpur ...                        | Do. ...<br>Do. ...<br>Reconnotted ...             |
| Dhulia-Amalner branch (Bombay).  | Great Indian Peninsula railway.   | Dhulia and Amalner ...  | Surveyed ...                                      |
| Dindigul-Palghat railway (Madras)  | South Indian railway ...  | Dindigul to Palni ...<br><br>Palni to Palghat <i>via</i> Pollachi and Kollengode.   | Do. ...<br><br>Do. ...                            |
| Dindigul-Uttamapalayam railway (Madras).                                 | .....   | .....   | .....   |
| Diodar-Radhanpur branch (Bombay).  | ...   | .....   | .....   |
| Dodbele-Kolar gold-fields railway (Mysore) ( <i>New project</i> ).       | Southern Mahratta railway (Mysore section).                                       | 1 odbele to the Kolar gold-fields...  | Not surveyed ...                                  |
| Dudhwa branch extension to Ramnagar ghat (United Provinces).             | Rohilkund and Kumaon railway.   | Sonaripur and Ramnagar ghat ...   | Surveyed ...                                      |
| Dusi-Salur light railway (Madras)  | Bengal-Nagpur railway   | Dusi to Salur <i>via</i> Bobbili with a branch from Paddapenki to Parvatipur.   | Not surveyed ...                                  |
| <b>F</b>   |   |   |   |
| Fatehpur-Markundi chord (United Provinces).                              | East Indian railway ...   | Fatehpur to Markundi ...<br><i>Alternatives.</i><br>(i) Fatehpur to Karwi ...<br>(ii) Khaga to Manikpur ...   | Surveyed ...<br><br>Do. ...<br>Do. ...            |
| <b>G.</b>  |   |   |   |
| Gadag-Yalvigi railway (Bombay)   | Southern Mahratta railway.  | Gadag to Yalvigi with gold mine branches—<br>(1) Gadag to Kabulayatkatti ...<br>(2) Nabapur on (1) to Sangli ...<br>(3) Beldahadi on (1) to Hosur ... | Surveyed ...<br><br>Do. ...<br>Do. ...<br>Do. ... |
| Gajroula-Chandpur railway (United Provinces).                            | Oudh and Rohilkund railway.   | Gajroula and Chandpur ...   | Do. ...   |

## DIX 38-A.—continued.

corrected up to 31st December 1906.

| Gauge. | Length. | Estimated cost. | REMARKS.   |
|--------|---------|-----------------|--|
|        | Miles.  | Rs              |  |
| 3' 3½" | 84.84   | 22,71,957       | This line will be an extension of the existing Palampur-Deesa railway.   |
| 3' 3½" | 16      | ...             | The results of survey have not yet been received.  |
| ...    | ...     | ...             | See "Borawar (or Degana)-Hissar railway."  |
| 2' 6"  | 27      | 3,52,895        | An alternative to the Dehra-Mussooree project would be to extend the Hardwar-Dehra railway on the 5' 6" gauge to Rajpur or some place at the foot of the hills and to connect Mussooree by a rope incline.   |
| ...    | ...     | ...             |  |
| 5' 6"  | 35      | 35,00,000       |  |
| 5' 6"  | 10      | ...             | This line has been proposed chiefly in the interests of coal trade.  |
| 2' 6"  | 92      | ...             | The surveys have been completed and the results of survey are awaited.   |
| 3' 3½" | 38.64   | ...             | The surveys have been completed and the results are awaited.   |
| 3' 3½" | 44.50   | ...             |  |
| 3' 3½" | 16½     | 4,62,000        |  |
| 5' 6"  | 20      | 20,00,000       |  |
| 3' 3½" | 35.21   | 33,52,000       |  |
| 5' 6"  | 35.21   | 44,47,000       | The South Indian railway has been authorized to prepare an estimate for this line on the 3' 3½" gauge.   |
| 5' 6"  | 77.68   | 99,02,257       |  |
| ...    | ...     | ...             | See "Remarks" against "Ammayanayakkanur-Uttamapalaiyam railway."   |
| ...    | ...     | ...             | See "Deesa-Tharad railway," of which this line is proposed to form a branch.   |
| 3' 3½" | 80      | ...             | This line has been urged by the Mysore Durbar in consideration of its administrative advantages and as likely to develop a rich and populous part of the State. The Government of India have approved of a reconnaissance being carried out at the cost of the Mysore Durbar to ascertain its financial prospects. |
| 3' 3½" | 20.79   | 4,58,891        | This line is intended primarily to serve the Government forests.   |
| 2' 6"  | 65      | ...             | This line, which is situated in the Vizagapatam district, was proposed by an English Syndicate who put forward proposals for the construction of certain light railways on the 2' 6" gauge in the Ganjam District.   |
| 5' 6"  | 72.2    | 98,46,166       |  |
| 5' 6"  | 52.0    | 72,59,200       |  |
| 5' 6"  | 56.7    | 85,98,362       |  |
| 3' 3½" | 33.58   | ...             | This line is intended to form a chord between the main line and the Harihar branch of the Southern Mahratta railway. Part of it will also supply a branch to the Dharwar goldfields. The surveys have been completed and the results are awaited.  |
| 3' 3½" | 13.65   | ...             |  |
| 3' 3½" | 5.39    | ...             |  |
| 3' 3½" | 2.87    | ...             |  |
| 5' 6"  | 22.15   | 5,05,953        |  |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated.                                 | Existing railway system with which the project is connected at the initial point.                       | Initial and terminal points.  | Whether surveyed or not.    |
|--|---|---|-----------------------------|
| <i>G—concl'd.</i>  |   |   |                             |
| Ganges bridge :—<br>at Godagari (Eastern Bengal and Assam).<br>or<br>at Sara (Eastern Bengal and Assam). | Eastern Bengal State railway, Katihar extension.<br><br>Eastern Bengal State railway, Northern section. | Lalgola and Godagari ...<br><br>Damukdia and Sara ...                 | Surveyed ...<br><br>Do. ... |
| Ganjam District light railways (Madras).   |   |   |                             |
| The lines comprised in this scheme are :—  |   |   |                             |
| (i) Berhampur-Gopalpur (Madras).   | Bengal-Nagpur railway   | Berhampur and Gopalpur ...  | Not surveyed ...            |
| (ii) Berhampur-Russelkonda (Madras).   | Ditto.  | Berhampur and Russelkonda ...   | Surveyed ...                |
| (iii) Chicacole road-Calingapatam (Madras).  | Ditto.  | Chicacole road and Calingapatam ...                                   | Not surveyed ...            |
| (iv) Chicacole road-Gunipur (Madras).  | Ditto.  | Chicacole road and Gunipur ...  | Not surveyed ...            |
| (v) Chicacole road-Parvatipur (Madras).  | Ditto.  | Chicacole road and Parvatipur ...                                     | Not surveyed ...            |
| (vi) Parlakimedi-Baruva (Madras).  | Ditto.  | Parlakimedi and Baruva ...  | Not surveyed ...            |
| Garda (Bahadarpur)-Songhir extension (Bombay).   | .....   | .....   | .....                       |
| Gheria extension (Bengal) ...  | Eastern Bengal State railway.   | Lalgola and a point on the mouth of the Bhagirathi river near Gheria. | Surveyed ...                |
| Goalundo-Narayangunj extension (Eastern Bengal and Assam).   | Eastern Bengal State railway.   | Lakhee Khal Hat (opposite Faridpur) and Munshiganj.                   | Do. ...                     |
| Godagari bridge (Eastern Bengal and Assam).  | .....   | .....   | .....                       |
| Gogra bridge at Chand-deara Ghat (United Provinces).   | Bengal and North-Western railway.   | Chand-deara Ghat and Manjhee Ghat.                                    | Surveyed ...                |
| Guntur-Repalli branch (Madras)   | Southern Mahratta railway.  | Guntur and Repalli ...  | Surveyed ...                |
| Gurumaishini-Sini railway (Bengal)   | Bengal-Nagpur railway ...   | Gurumaishini and Sini ...   | Do. ...                     |
| <i>H.</i>  |   |   |                             |
| Hajiganj-Shatnal branch (Eastern Bengal and Assam).  | Assam-Bengal railway  | Hajiganj and Shatnal . . .  | Surveyed . . .              |
| Hansi-Jakhal railway (Punjab)  | Bombay, Baroda and Central India railway (Rajputana-Malwa).   | Hansi and Jakhal . . .  | Surveyed . . .              |
| Harda-Hindia railway (Central Provinces).  | Great Indian Peninsula railway.   | Harda and Hindia . . .  | Not surveyed . . .          |
| Hardoi-Sandi branch (United Provinces).  | Oudh and Rohilkhand railway.  | Hardoi and Sandi . . .  | Surveyed . . .              |
| Harpalpur-Kalpi light railway (United Provinces).  | Great Indian Peninsula railway.   | Harpalpur and Kalpi . . .   | Partly surveyed . . .       |

## DIX 38-A.—continued.

corrected up to 31st December 1906.

| Gauge.                                      | Length. | Estimated cost. | REMARKS.  |
|---|---------|-----------------|---|
|   | Miles.  | Rs.             |   |
| Undecided (probably mixed 5' 6" and 3' 3½") | ...     | 1,10,00,000     | The Committee appointed by the Government of India to investigate and report on the bridging of the Ganges have, since the close of the year, submitted their report, which is under the consideration of the Government.   |
| Ditto                                       | ...     | 1,30,00,000     |   |
| 2' 6"                                       | 8       | 2,00,000        | These lines were put forward by an English syndicate who proposed to take over from the Raja of Parlakimedi the 2' 6" gauge railway between that place and Naupada.   |
| 2' 6"                                       | 49'08   | 14,90,711       |   |
| 2' 6"                                       | 24      | 6,00,000        |   |
| 2' 6"                                       | 65      | 17,85,000       |   |
| 2' 6"                                       | 42      | 10,50,000       |   |
| 2' 6"                                       | 35      | 8,75,000        |   |
| ...   | ...     | ...             | See "Bahadarpur (G. d.)-Songhir extension".   |
| 5' 6"                                       | 13'47   | 9,18,900        | The object of the scheme is to provide a <i>ghat</i> station, which can be relied on in the high-water season, on the right bank of the Ganges for the Godagari-Lalgola ferry. It has been decided to await the results of working at Lalgola ghat before undertaking the construction of the line.   |
| 3' 3½"                                      | 40      | 58,46,738       | The project provides for an ordinary transhipment ferry between Lakhic Khal Hat and Faridpur, and a wagon and passenger ferry at Munshiganj.  |
| ...   | ...     | ...             | See "Ganges bridge".  |
| 3' 3½"                                      | ...     | See "Remarks."  | The cost of bridge and approaches is Rs. 31,15,511, but including the cost of raising capital and the interest on capital during construction, it amounts to Rs. 35,51,682. The project is under revision in accordance with the instructions sent out by the Board of Directors in England.  |
| 3' 3½"                                      | 38      | 17,33,687       | The District Board of Guntur are desirous of constructing this line. The Government of Madras have been asked to report whether there is any prospect of the District Board being able to raise the necessary capital without State assistance.   |
| 5' 6"                                       | 44      | 32,27,438       | This line has been projected in connection with Messrs. Tata & Sons' scheme for iron and steel works near Sini.   |
| 3' 3½"                                      | 24'39   | 32,81,500       | This project is for the establishment of a connection between the Assam-Bengal and the Eastern Bengal State railways by means of a wagon ferry between Shatnal and Narayanjanj on the Goalundo-Narayanganj extension of the latter line.  |
| 3' 3½"                                      | 50'57   | 20,45,764       | This line would connect the Southern Punjab railway at Jakhal with the Rajputana-Malwa railway at Hansi. It may, however, be superseded by the proposed extension of the Patiala-Jakhal railway <i>via</i> Hissar to Narnaul.   |
| .....                                       | .....   | .....           | This railway was recommended as a feeder line by the Great Indian Peninsula railway.  |
| 5' 6"                                       | 14'39   | 3,62,004        |   |
| 2' 6"                                       | 102     | 15,90,924       | Only the Harpalpur-Rath section (25'88 miles) was surveyed by the late Indian Midland railway for a 2'0" gauge line, from the results of which the present estimates have been prepared.<br>This line will probably be superseded by the Cawnpore-Hamirpur-Banda railway with a branch from Maudha <i>via</i> Rath to Harpalpur, for which the Government of the United Provinces has expressed a preference. |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated. | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.                      | Whether surveyed or not. |
|--|---|---|--------------------------|
| <i>H - conclud.</i>  |   |   |                          |
| Harpalpur-Nowgong light railway (United Provinces and Central India).    | Great Indian Peninsula Railway.   | Harpalpur and Nowgong . .                         | Surveyed . . .           |
| Henzada-Pantanaw railway (Burma) ( <i>New project</i> ).                 | Burma railways ...  | Henzada and Pantanaw ...                          | Reconnoitred ...         |
| Hsipaw-Mong Nai extension (Burma).                                       | Ditto ...   | Hsipaw to Manpan ...                              | Surveyed ...             |
|  |   | Manpan to Mong Nai ...                            | Not surveyed ...         |
| Hyderabad-Kistna river railway (Hyderabad, Nizam's).                     | Nizam's Guaranteed State railway.   | Hyderabad and Kistna river ...                    | Surveyed ...             |
| Hyderabad (or Kotri)-Karachi railway (Bombay).                           | ...   | ...   | ...                      |
| <i>I.</i>  |   |   |                          |
| IDAR ROAD.—Brahma Khed extension (Bombay).                               | Bombay, Baroda and Central India railway (Ahmedabad-Parantij).                    | Idar Road and Brahma Khed ...                     | Surveyed ...             |
| ITARSI.—Ellichpur railway (Central Provinces).                           | Great Indian Peninsula railway.   | Itarsi and Ellichpur ...                          | Not surveyed ...         |
| ITARSI.—Nagpur railway (Central Provinces).                              | .....   | .....   | .....                    |
| ITARSI.—Wardha railway (Central Provinces).                              | .....   | .....   | .....                    |
| <i>J.</i>  |   |   |                          |
| Jalesar Road—Kasganj tramway (United Provinces).                         | Bombay, Baroda and Central India railway (Rajputana-Malwa).                       | Jalesar Road and Kasganj .                        | Not surveyed . .         |
| Jammu Srinagar railway (Kashmir).  | North Western railway .   | Jammu and Srinagar. The alternative routes are :— |                          |
|  |   | (i) Larulari-Banihal route .                      | Surveyed .               |
|  |   | (ii) Chenab Valley-Banihal route.                 | Do. . .                  |
|  |   | (iii) Golabgarh route .                           | Do. . .                  |
| Jamnagar-Salaya extension (Kathiawar, Bombay).                           | Bhavnagar-Gondal-Junagad-Porbandar railway (Rajkot-Jamnagar).                     | Jamnagar and Salaya . .                           | Not surveyed . .         |
| Jehazpur-Nasirabad extension (Rajputana).                                | .....   | .....   | .....                    |
| Jehazpur-Paondero extension (Rajputana).                                 | ...   | .....   | .....                    |
| Jhang-Sangla railway (Punjab) .  | North Western railway .   | Jhang and Sangla . . .                            | Surveyed . . .           |
| Jullundur Doab group lines (Punjab) ( <i>New project</i> ).              | North Western railway .   | Hoshiarpur and Nawa Shahr .                       | Under survey . .         |

**DIX 01-A--continued.**

**continued up to 31st December 1906.**

| Gauge.   | Length.       | Estimated cost. | REMARKS.  |
|--|---------------|-----------------|---|
|  | Miles.        | Rs.             |   |
| 2' 6"  | 19'22         | 2,71,762        | This line was surveyed by the late Indian Midland railway on the 2'0" gauge, on the results of which the present estimates are based.   |
| 3' 3 1/2"  | 53            | 32,58,228       | A detailed survey of this line has been sanctioned since the close of the year.   |
| 3' 3 1/2"  | 50            | 35,61,178       | The Government of Burma consider the Southern Shan States railway to be more urgent than this line.   |
| ...  | ...           | ...             |   |
| 3' 3 1/2"  | See "Remarks" | See "Remarks"   | This line has been surveyed by the Nizam's Government, but the results have not yet been received by the Railway Board. It will be about 148 miles in length and will cost Rs. 1,23,68,000 roughly. In conjunction with the Kurnool-Dhone line it will form the southern portion of the through metre gauge connection between Northern and Southern India. |
| ...  | ...           | ...             | See "Light railways in Sind."   |
| 3' 3 1/2"  | 33'91         | ...             | The proposals for the construction of this line by the Ahmedabad-Parantij Railway Company are under consideration. The surveys have been completed and the results are awaited.   |
| ...  | ...           | ...             | This railway was recommended as a feeder line by the Great Indian Peninsula railway. It will be partly superseded by the projected Itarsi-Nagpur railway.   |
| .....  | .....         | .....           | See "North and South railway".  |
| .....  | .....         | .....           | See "North and South railway".  |
| 2' 6"  | 50            | 15 to 20 lakhs  | The Raja of Awa has applied to the Government of the United Provinces for a concession for this line with permission to utilize the existing road and the canal and road bridges for laying the line on.  |
| 2' 6"  | 186 1/2       | 2,38,61,500     | The connection with Srinagar via Sarai Kala and Abbottabad which is more feasible has been decided upon, vide "Sarai Kala-Abbottabad Srinagar railway."   |
| 2' 6"  | 173           | 2,54,57,500     |   |
| 2' 6"  | 156'17        | 3,34,73,596     | This project would probably be undertaken at the expense of the Jannagar Durbar.  |
| 3' 3 1/2"  | 35            | .....           |   |
| .....  | .....         | .....           | { See "Baran-Marwar railway."   |
| .....  | .....         | .....           |   |
| 5' 6"  | 74'40         | 36,98,588       | This line will be constructed by the State as an integral part of the North Western railway. Complete report is awaited.  |
| 5' 6"  | 122 1/2       | .....           | The projected railway starts at Hoshiarpur and passes through Adam-pur, Jullunder, Kapurthala, Sultanpur, Malsian, Nakodar, Nur Mahal, Rur Kha and Phagwara to Nawa Shahr with branches from Nawa Shahr to Garhsankar on the north and Rahon on the south. The following sections of the line were previously surveyed and estimated for :—                 |
|  | Miles.        | Gauge.          | Cost.   |
| Jullunder-Hoshiarpur   | 23'92         | 5' 6"           | 14,10,000   |
| Jullunder-Sultanpur  | 28'22         | 5' 6"           | 10,41,376   |
| The preparation of alternative projects for the whole line on the 5' 6" and 3' 6" gauges has been asked for. |               |                 |   |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated. | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.                             | Whether surveyed or not. |
|--|---|--|--------------------------|
| <b>J.—concl'd.</b>   |   |  |                          |
| Jullundur-Hoshiarpur railway (Punjab).                                   | .....   | .....  | .....                    |
| Jullundur-Kapurthala-Sultanpur railway (Punjab).                         | ...   | .....  | .....                    |
| <b>K.</b>  |   |  |                          |
| Kalaura-Chhatak tramway (Eastern Bengal and Assam).                      | .....   | ...  | .....                    |
| Kalikiri Rayachoti branch (Madras).                                      | South Indian railway.   | Kalikiri or Piler and Rayachoti.                         | Surveyed.                |
| Kamptee-Deolapar railway (Central Provinces).                            | Bengal-Nagpur railway.  | Kamptee to Deolapar with a branch from Munsar to Ramtek. | Not surveyed.            |
| Kangra Valley railway (Punjab).  | North Western railway.  | Pathankot to Palampur with a branch from Aund to Durela. | Reconnitred.             |
| Karauli branch (Rajputana).  | .. ..   | Gungapur and Karauli.                                    | Not surveyed.            |
| Karimganj-Chanli Khira tramway (Eastern Bengal and Assam).               | .....   | .....  | .....                    |
| Karnal-Kaithal-Nabha branch (Punjab).                                    | East Indian railway (Delhi-Umballa-Kalka).  | Karnal and Nabha ...                                     | Not surveyed.            |
| Karwi-Rajapur railway (United Provinces).                                | Great Indian Peninsula railway.   | Karwi to Rajapur direct <i>Alternative.</i>              | Under survey.            |
|  |   | Karwi to Rajapur <i>via</i> Pahari.                      | Ditto.                   |
| Kathgodam-Naini Tal branch (United Provinces).                           | Rohilkund and Kumaon railway.   | Kathgodam and Naini Tal ...                              | Not surveyed.            |
| Khamgaon-Jalna railway (Central Provinces and Hyderabad, Nizam's).       | Great Indian Peninsula railway.   | Khamgaon and Jalna ...                                   | Surveyed.                |
| Khandwa-Akola-Nanded railway (Central Provinces and Hyderabad, Nizam's). | Bombay, Baroda and Central India railway (Rajputana-Malwa).                       | Khandwa and Nanded ...                                   | Surveyed.                |
| Khanpur-Chachran railway (Punjab).                                       | North Western railway.  | Khanpur and Chachran ...                                 | Surveyed ...             |
| Khijadia-Amreli railway (Kathiawar, Bombay).                             | Bhavnagar-Gondal-Junagadh-Porbandar railway.                                      | Khijadia and Amreli...                                   | Partly surveyed          |
| Kissengunge-Jalpaiguri railway (Eastern Bengal and Assam).               | Eastern Bengal State railway.   | Kissengunge and Jalpaiguri ...                           | Surveyed ...             |
| Kosamba-Velachha-Zankavao-Vajipur branch (Bombay).                       | Bombay, Baroda and Central India railway.   | Kosamba and Vajipur ...                                  | Do. ...                  |
| Kotri (or Hyderabad)-Karachi light railway (Bombay).                     | .....   | .....  | .....                    |
| Krishnagar-Jalanghi railway (Bengal).                                    | Eastern Bengal State railway.   | Krishnagar and Jalanghi ...                              | Surveyed ...             |
| Kuchaman-Sirsa chord (Rajputana and Punjab).                             | Bombay, Baroda and Central India railway (Rajputana-Malwa).                       | Kuchaman and Sirsa ...                                   | Not surveyed ...         |

## DIX 38-A—continued.

corrected up to 31st December 1906.

| Gauge.      | Length. | Estimated cost. | REMARKS.  |
|-------------|---------|-----------------|---|
|             | Miles.  | Rs.             |   |
| .....       | .....   | .....           | } See "Jullundur Doab group lines."   |
| .....       | .....   | .....           |   |
| .....       | .....   | .....           | See "Sylhet District tramways."   |
| 3' 3½"      | 34.42   | 10,75,736       |   |
| 2' or 2' 6" | 34.5    | .....           | This line is designed to carry the produce of the manganese mines in the Ramtek area.<br>The Kamptee-Kamtek railway, which has been sanctioned for construction, supersedes a part of this project.   |
| 2' 6"       | 87      | 57,85,440       | The scheme as originally proposed contemplated a main line from Pathankot <i>via</i> Palampur, Baijnath, Mundi, Suket, Bilaspur, Nalagarh and Rupar to some point on the North Western railway between Ludhiana and Sirhind, with branches to Dalhousie, Dharamsala, Sultanpur, Kalka and Simla.<br>A concession was, however, granted to a London syndicate for the construction of the section from Pathankot to Palampur with a branch to Dunera. The concession has since lapsed. |
| Not stated  | 25      | .....           | This branch was proposed by the Karauli Durbar with a view to undertaking earthwork as a measure of famine relief. It will connect Karauli with the Nagda-Muttra railway at Gungapur.   |
| .....       | .....   | .....           | See "Sylhet District tramways."   |
| 3' 6"       | 70      | 56,00,000       |   |
| 5' 6"       | 18      | ...             |   |
| 5' 6"       | 21      | ...             |   |
| 2'          | 13      | 12,00,000       | This line was proposed by private enterprise in 1895 and a concession was granted for its construction, which lapsed in 1898.   |
| 2' 6"       | 93.55   | 32,65,151       |   |
| 3' 3½"      | 252.25  | 1,90,00,000     | This line will form the northern portion of the through metre gauge connection between railways in Northern and Southern India.   |
| 5' 6"       | 23.27   | .....           | The results of survey have not yet been received by the Railway Board. The line will connect with Mithankot by means of a steam ferry between that place and Chachran.  |
| 3' 3½"      | 10½     | .....           | This line was proposed by the Baroda Durbar with a view to undertaking earthwork as a measure of famine relief. The Machiala-Amreli Section, about 6 miles, has been surveyed by the Durbar. The Durbar has since proposed its extension <i>via</i> Chhalala and Khamba to Velan Bunder.  |
| 3' 3½"      | 63.67   | .....           | The results of survey have not yet been received by the Railway Board. The line will afford an alternative route <i>via</i> the Ragaghat-Katihar railway for traffic between Calcutta and Darjeeling.   |
| 2' 6"       | 63.55   | .....           | The line was surveyed by the Bombay, Baroda and Central India railway in 1900, but no detailed project has yet been submitted.  |
| .....       | .....   | .....           | See "Light railways in Sind."   |
| 2' 6"       | 56.10   | 14,00,000       | The detailed project and estimates for this line have been received, but are held in abeyance pending proposals from the Government of Bengal.  |
| 3' 3½"      | 170     | 58,31,000       | This line will probably be superseded by the Borawar-Hissar railway projected by the Jodhpur and Bikaner Durbars.   |

## Statement of railway and tramway projects

| Name of projects, and, in brackets, the province in which it is situated.                   | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.  | Whether surveyed or not.             |
|---|---|---|--------------------------------------|
| <b>K—concl'd.</b>   |   |   |                                      |
| Kumbakonam-Mannargudi branch (Madras).  | South Indian railway ...  | Kumbakonam and Mannargudi...  | Surveyed ...                         |
| Kunch-Madhogarh railway (United Provinces).   | Great Indian Peninsula railway. (Indian Midland).                                 | Kunch <i>via</i> Jalaon to a point on the Jumna opposite Auriya with a branch from Jalaon to Madhogarh.                 | Surveyed ...                         |
| Kurla-Trombay railway (Bombay)  | Great Indian Peninsula railway.   | Kurla and Trombay ...   | Surveyed ...                         |
| Kutwa-Ahmadpur railway (Bengal)   | East Indian railway.  | Kutwa and Ahmadpur ...  | Surveyed ...                         |
| <b>L.</b>   |   |   |                                      |
| Lakh (or Belapur)-Sangamner branch (Bombay).  | .....   | .....   | .....                                |
| Lalgola-Gheria extension (Bengal)   | .....   | .....   | .....                                |
| Larkhana-Kambar-Shahdadpur railway (Bombay).  | North Western railway   | Larkhana and Shahdadpur ...   | Surveyed ...                         |
| Lashio-Kunlong extension (Burma)  | Burma railways ...  | Lashio to the Kunlong ferry.<br>The alternative routes are :—<br>(1) Hsenwi (Theinni) ...<br>(2) Hsupkyet (Supkyet) ... | Reconnoitred ...<br>Reconnoitred ... |
| <b>Light railways in Sind (Bombay)—</b><br>The lines comprised in the scheme are :—         |   |   |                                      |
| (1) Mirpur Khas-Jhudo ..  | Jodhpur-Bikaner railway (Jodhpur-Hyderabad).                                      | Mirpur Khas and Jhudo ...   | Not surveyed ...                     |
| (2) Mirpur Khas-Sangur ...  | Jodhpur-Bikaner railway (Jodhpur-Hyderabad).                                      | Mirpur Khas and Sangur ...  | Not surveyed ...                     |
| (3) Shadipalli-Mehoo Suboo...   | Jodhpur-Bikaner railway (Jodhpur-Hyderabad).                                      | Shadipalli and Mehoo Suboo ...  | Not surveyed ...                     |
| (4) Shadipalli-Samara with a possible extension thereof to meet (5).                        | Jodhpur-Bikaner railway (Jodhpur-Hyderabad).                                      | Shadipalli <i>via</i> Samara to a point on (5).   | Not surveyed ...                     |
| (5) Chhor-Tatta ...   | Jodhpur-Bikaner railway (Jodhpur-Hyderabad).                                      | Chhor and Tatta ...   | Not surveyed ...                     |
| (6) Mirpur Buttora-Dhindee...   | .....   | Mirpur Buttora on (5) to Dhindee  | Not surveyed ...                     |
| (7) Belo-Shahbunder ...   | .....   | Belo on (5) to Shahbunder ...   | Not surveyed ...                     |
| (8) Hyderabad (or Kotri)-Karachi.   | Jodhpur-Bikaner railway (Jodhpur-Hyderabad).                                      | Hyderabad (or Kotri) <i>via</i> Tatta to Karachi.   | Not surveyed ...                     |
| or Tatta-Karachi ...  | .....   | Tatta to Karachi ...  | Not surveyed ...                     |
| <b>Lower Sind branches (Bombay)—</b><br>The lines at present comprised in the scheme are :— |   |   |                                      |
| (1) Badin-Jungshahi ...   | North Western railway...  | Badin and Jungshahi ...   | Surveyed ...                         |
| (2) Tando Muhammed Khan-Mirpur Buttora.   | Do.   | Tando Muhammed Khan and Mirpur Buttora.   | Do. ...                              |

## DIX 38-A—continued.

corrected up to 31st December 1906.

| Gauge. | Length. | Estimated cost. | REMARKS.   |
|--------|---------|-----------------|--|
|        | Miles.  | Rs.             |  |
| 3' 3½" | 22'57   | .. ...          | The results of survey have not yet been received by the Railway Board. The Government of Madras consider this line to be more important than the Nidamangalam-Vcdaraniam railway proposed by the District Board of Tanjore. The South Indian railway are, however, opposed to its construction except as an integral part of their undertaking on the ground of its being competitive. Proposals for financing the line are awaited from the Government of Madras.   |
| 5' 6"  | 52      | .....           | A certain amount of earthwork has been carried out by the United Provinces Government as a measure of famine relief. The survey has been completed, but the results have not yet been received.  |
| 5' 6"  | 5'45    | .....           | The survey has been completed and the results are awaited.   |
| 5' 6"  | 31½     | 28,22,765       | The line will probably be constructed by the East Indian railway as part of their undertaking, and the point of junction with the loop line will probably be at Sainthia instead of at Ahmadpur.   |
| .....  | .....   | .....           | See "Belapur (or Lakh)—Sangamner branch."  |
| .....  | .....   | .....           | See "Gheria extension."  |
| 2' 6"  | 32'2    | 11,68,118       | On the 5' 6" gauge the cost is estimated at Rs. 19,31,676 and for a light line Rs. 13,07,000.  |
| 3' 3½" | 90      | 1,01,41,298     | The Theinni route is considered in every way inferior to the Supkyet route.  |
| 3' 3½" | 93½     | 1,03,54,840     |  |
| 3' 3½" | 46      | .....           | A Karachi firm has applied for permission to form a company in England with a capital of £250,000 for financing these lines. It is proposed to take the Mirpur Khas-Jhudo line in hand at first and to raise £55,000 for its construction. The concessions asked for are a rebate from the traffic interchanged with the Jodhpur-Bikaner railway, which will construct and work the line, towards a dividend of 3½ per cent., and others usually granted to Branch line companies. The application is under consideration. |
| .....  | .....   | .....           |  |
| .....  | .....   | .....           |  |
| .....  | .....   | .....           |  |
| .....  | .....   | .....           |  |
| .....  | .....   | .....           |  |
| .....  | .....   | .....           |  |
| .....  | .....   | .....           |  |
| .....  | .....   | .....           |  |
| .....  | .....   | .....           |  |
| 5' 6"  | 70      | 37,41,833       | These lines, as well as the Hyderabad-Badin branch, which is now open, were projected as light feeders to the North Western railway in the country lying between the Indus river and the Runn of Cutch. The Chhor-Tatta and the Mirpur Buttora-Dhindee lines proposed under the Sind Light railways scheme partially cover the alignment of these branches.  |
| 5' 6"  | 33      | 17,19,269       |  |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated. | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.   | Whether surveyed or not.       |
|--|---|--|--------------------------------|
| M.   |   |  |                                |
| Mandra-Basal railway (Punjab) ...  | North Western railway ...   | Mandra to Basal <i>via</i> Chakwal, Bhon and Pindi Gheb.   | Not surveyed ...               |
| Mangaldai tramway (Eastern Bengal and Assam).                            | .....   | Rangamatighat to Ghagrapara  | Reconnoitred by the promoters. |
| Margao-Karwar railway (Bombay and Portuguese territory.)                 | Southern Mahratta railway. (West of India Portuguese.)                            | Margao to Sadasivgarh ferry, opposite Karwar.  | Reconnoitred ...               |
| Mauli-Nathdwara branch (Rajputana).                                      | Udaipur-Chitor railway...   | Mauli and Nathdwara ...  | Surveyed ...                   |
| Miraj-Bijapur branch (Bombay) .  | Southern Mahratta railway.  | Miraj and Bijapur . . .  | Not surveyed . . .             |
| Mirpur Buttora-Dhindee light railway (Bombay).                           | .....   | .....  | .....                          |
| Mirpur Khas-Jhudo light railway (Bombay).                                |   |  |                                |
| Mirpur Khas-Sangur light railway (Bombay).                               |   |  |                                |
| Mirzapur-Maihar Chord (United Provinces and Central India).              | East Indian railway .   | Mirzapur and Maihar . .  | Reconnoitred . . .             |
| Miyagam-Sinor branch (Bombay)  | Bombay, Baroda and Central India railway.   | Miyagam and Sinor . . .  | Surveyed . . .                 |
| Moulmein-Myawaddy railway (Burma).                                       | Burma railways . .  | Moulmein and Myawaddy . .  | Reconnaissance sanctioned      |
| Moulmein-Ye railway (Burma) .  | Ditto . .   | Moulmein and Ye . . .  | Surveyed . . .                 |
| Munsar-Ramtek branch (Central Provinces).                                | .....   | .....  | .....                          |
| Murshidabad-Azimganj link (Bengal).                                      | Eastern Bengal State railway.   | Murshidabad and Azimganj .   | Surveyed . . .                 |
| Murtajapur-Pisgaon railway (Central Provinces).                          | Great Indian Peninsula railway.   | Murtajapur and Pisgaon . .   | Surveyed . . .                 |
| Muttra-Aligarh railway (United Provinces).                               | Bombay, Baroda and Central India railway. (Rajputana-Malwa).                      | Muttra and Aligarh<br>The alternative projects are :—<br>(1) Muttra <i>via</i> Brindaban with a new bridge near that place over the Jumna and thence direct to Aligarh.<br>(2) Muttra <i>avoiding</i> Brindaban and utilising the existing bridge over the Jumna at Muttra and thence direct to Aligarh. | Surveyed.<br><br>Do.           |
| Muttra-Hathras link (United Provinces) ( <i>New project</i> ).           | Bombay, Baroda and Central India railway (Rajputana-Malwa).                       | Muttra and Hathras . . .   | See "remarks" . . .            |
| Muzaffarpur-Mohammadpur chord (Bengal).                                  | Bengal and North-Western railway. (Tirhoot section).                              | Muzaffarpur and Mohammadpur.   | Under survey . .               |
| Muzaffarpur—Sitamarhi chord (Bengal).                                    | Do.   | Muzaffarpur and Sitamarhi .  | Do.                            |
| Myingyan-Natogyi light railway (Burma) ( <i>New project</i> ).           | Burma railways . .  | Myingyan and Natogyi . .   | Survey sanctioned .            |

## DIX 38-A—continued.

corrected up to 31st December 1906.

| Gauge.                              | Length. | Estimated cost. | REMARKS.   |
|-------------------------------------|---------|-----------------|--|
|                                     | Miles.  | Rs.             |  |
| 2' 6"                               | 100     | ...             | This line has been recommended for construction by the Government of the Punjab to open up the country north of the Salt Range. The Railway Board have, since the close of the year, sanctioned its survey by the agency of the North Western railway.   |
| 2' 6"                               | 35      | 7,00,000        | This line was proposed by private enterprise, but the project fell through owing to the inability of the Local Administration to offer the guarantee asked for.  |
| Not stated apparently.<br>3' 3 1/2" | 36 1/2  | 28,00,000       | This line has been proposed to open up communication with Karwar, which is practically cut off from all intercourse with the outer world during the south-west monsoon when the coasting steamers cease running. About 30 miles of the line will be situated in Portuguese territory and the remainder in British territory. |
| 3' 3 1/2"                           | 14.75   | 4,72,698        | This line will be constructed by the Mewar Durbar who proposed it.   |
| .....                               | 77      | .....           | The Barsi Light Railway Company contemplate the construction of this line as an extension of their 2' 6" gauge railway.  |
| .....                               | .....   | .....           | See under "Light railways in Sind."  |
| 5' 6"                               | 140     | 1,55,00,000     | This line was proposed by the East Indian railway. It is not considered to be of sufficient importance at present to require investigation.  |
| 2' 6"                               | 20      | 5,76,032        | The line has been proposed by the Baroda Durbar in whose territory it will entirely lie.   |
| 3' 3 1/2"                           | 80      | .....           |  |
| Do.                                 | 94.06   | 90,00,000       | Preliminary report received. Detailed project and estimates are awaited.   |
| .....                               | .....   | .....           | See under "Kamptee-Deolapar railway."  |
| 5' 6"                               | 5.82    | 18,05,616       | The project consists practically of a bridge over the Bhagirathi river below Azimganj and its approaches. It has since been abandoned.   |
| 2' 6"                               | 131.42  | 56,03,381       | The results of survey have been received since the close of the year.  |
| 5' 6"                               | 40.80   | 40,54,603       | The question of agency for the construction and working of this line has not yet been decided, and no decision on this point is likely to be arrived at till the Nagda-Muttra railway has been opened and its effect on trade observed.  |
| Do.                                 | 38.25   | 33,53,688       |  |
| See "remarks."                      | ...     | ...             | Sanction has been accorded to the preparation of plans and estimates for this line on the 5' 6" gauge.   |
| 3' 3 1/2"                           | 31      | ...             |  |
| Do.                                 | 34      | ...             |  |
| Not stated.                         | 19      | ...             |  |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated.   | Existing railway system with which the project is connected at the initial point. | Initial and terminal points. | Whether surveyed or not. |
|--|---|------------------------------|--------------------------|
| M—concl'd.   |   |                              |                          |
| Mymensingh-Netrokona extension (Eastern Bengal and Assam.)   | .....   | .....                        | ...                      |
| Mysore-Tellicherry railway (Mysore and Madras).  | Southern Mahratta railway (Mysore section).                                       | Mysore and Tellicherry . .   | Surveyed.                |
| N.   |   |                              |                          |
| Nadiad-Kapadvanj branch (Bombay).  | Bombay, Baroda and Central India railway.   | Nadiad and Kapadvanj . .     | Not surveyed . .         |
| Nagpur-Barosa branch (Central Provinces).  | Bengal-Nagpur railway   | Nagpur and Barosa . .        | See remarks . .          |
| Nagpur-Chhindwara railway (Central Provinces).   | Do. . .   | Nagpur and Chhindwara . .    | Not surveyed . .         |
| Nanjangud-Erode railway (Mysore and Madras).   | Southern Mahratta railway (Mysore section).                                       | Nanjangud and Erode . .      | Surveyed . .             |
| Nar-Nadiad loop (Bombay) . .   | Bombay, Baroda and Central India railway (Peklad-Cambay).                         | Nar and Nadiad . .           | Surveyed . .             |
| Nattore-Rampur Boalia branch (Eastern Bengal and Assam).   | Eastern Bengal State railway.   | Nattore and Rampur Boalia. . | Surveyed . .             |
| Nawadah-Madhupur (or Baidyanath)-Nalhati (Bengal).   | East Indian railway ...   | Nawadah and Nalhati ...      | Not surveyed ...         |
| Nerbudda Valley light railway (Central India).   | .....   | .....                        | .....                    |
| Netrokona-Langar Bazar extension (Eastern Bengal and Assam).   | .....   | .....                        | .....                    |
| Nidamangalam-Vedaraniem railway (Madras).  | South Indian railway ...  | Nidamangalam and Vedaraniem  | Partly surveyed ...      |
| NORTH AND SOUTH RAILWAY<br>(CENTRAL PROVINCES, NIZAM'S<br>HYDERABAD AND MADRAS.)                                     |   |                              |                          |
| The lines connected with the north-<br>ern portion of the scheme are :—  |   |                              |                          |
| (i) Itarsi-Wardha (Central Provinces).   | Great Indian Peninsula... railway.  | Itarsi and Wardha ...        | Surveyed ...             |
| (ii) Itarsi-Nagpur :—  |   |                              |                          |
| Eastern alignment—Itarsi, passing near Chhindwara town and the Pench Valley colliery, to Nagpur (Central Provinces). | Ditto ...   | Itarsi and Nagpur ...        | Ditto ...                |
| Western alignment—Itarsi, via Pandharna and Multai to Nagpur (Central Provinces).                                    | Ditto ...   | Ditto ...                    | Ditto ...                |

## DIX 38-A—contd.

corrected up to 31st December 1906.

| Gauge. | Length. | Estimated cost. | REMARKS.   |
|--------|---------|-----------------|--|
|        | Miles.  | Rs.             |  |
| ...    | ...     | ...             | See under "Dacca-Mymensingh railway extensions".   |
| 2' 6"  | 144'69  | 81,00,000       | The principal objects of this line are to open up parts of the Mysore plateau and the Malabar district and to give the coffee and other products of Coorg access to Mysore and to the seaport of Tellicherry.  |
| 5' 6"  | 28      | 3,73,360        | The District Board of Kaira have under consideration the question of financing this line.  |
| 2' 6"  | 47'04   | 23,34,145       | The detailed project is based on the surveys carried out by the Great Indian Peninsula railway on 5' 6" gauge in connection with the Nagpur-Itarsi line. This project covers part of the proposed Nagpur-Chhindwara railway.   |
| 2' 6"  | 80      | .....           | The early construction of this line was urged by the Hon'ble the Chief Commissioner, Central Provinces, in order to develop trade in manganese ore and to enable Nagpur to obtain cheap coal for its mills, etc., from the Pench Valley deposits.  |
| 3' 3½" | 120'70  | 1,23,03,700     | This line will link up the Southern Mahratta and the South Indian railway systems. A length of 33'70 miles, which lies in Mysore territory and is estimated to cost Rs. 20,81,764, has been sanctioned for construction by, and at the cost of, the Mysore State, but the Durbar do not propose to construct this section until the British section is put in hand.  |
| 5' 6"  | 20'25   | 11,56,713       | This line was proposed by the Baroda Durbar in whose territory it will mostly lie. The Durbar has since expressed a desire to construct it on the 2' 6" gauge instead of on the 5' 6" gauge and had the Nar-Piej section, 17 miles, surveyed on the 2' 6" gauge by the agency of the Bombay, Baroda and Central India railway.   |
| 3' 3½" | 24'43   | 11,14,875       | This line has been deferred pending the investigation of the crossing of the Ganges at some point between Sara and Godagari.   |
| *      | ...     | ...             | This line will probably be constructed by the East Indian railway.   |
| ...    | ...     | ...             | See "Barwaha-Bodeli light railway."  |
| .....  | .....   | .....           | See under "Dacca-Mymensingh railway extensions."   |
| 3' 3½" | ...     | ...             | This line comprises the Nidamangalam—Mannargudi section of the Kumbakonam-Mannargudi line. It has been proposed by the District Board of Tanjore who urge the construction of the Tirutaraipundi-Vedaraniem section of it in preference to the Kumbakonam-Mannargudi line which the Madras Government consider to be of primary importance. The South Indian railway was authorized to survey the Tirutaraipundi-Vedaraniem section, 20'20 miles, on behalf of the Tanjore District Board in order that the rival claims of the two lines might be carefully investigated. The survey has since been completed, but the results have not yet been received by the Railway Board. |
| 5' 6"  | 207'35  | 2,31,94,256     | Surveys were carried out by the Great Indian Peninsula railway in 1905. Two alternative routes to Warangal have since been surveyed but the detailed project has not yet been received. A chord line from Bori (or Borkhedi) on the Nagpur branch to Hinganghat on the Wardha branch, 27 miles, is under survey. Pending receipt of the results of these surveys, the consideration of the projects submitted has been deferred.   |
| 5' 6"  | 173'94  | 2,35,55,035     |  |
| 5' 6"  | 179'72  | 2,02,43,748     |  |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated.  | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.  | Whether surveyed or not. |
|---|---|---|--------------------------|
| <i>N—concl'd.</i>   |   |   |                          |
| North and South railway— <i>concl'd.</i>  |   |   |                          |
| (iii) Bellarpur-Warangal (or Kazipet)—  |   |   |                          |
| Eastern route—Bellarpur <i>via</i> Ahiri and Sironcha to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad). | Great Indian Peninsula railway.   | Bellarpur and Warangal ...  | Surveyed ...             |
| Western route—Bellarpur <i>via</i> Ahiri and Sironcha to Warangal with a branch to Kazipet (Central Provinces and Nizam's Hyderabad). | Ditto ...   | Ditto ...   | Ditto ...                |
| Direct route—Bellarpur to Kazipet with a branch to Warangal (Central Provinces and Nizam's Hyderabad).                                | Ditto ...   | Ditto ...   | Ditto ...                |
| <i>The proposals connected with the southern portion of the scheme are:—</i>  |   |   |                          |
| (i) Ramesvaram to Ramnad (Madras).  | South Indian railway ...  | Ramesvaram and Ramnad ...   | Not surveyed ...         |
| (ii) Ramnad, <i>via</i> Trichinopoly, to a point between Tirukkoyilur and Penruti (Madras).   | Ditto ...   | Ramnad and a point between Tirukkoyilur and Penruti.                          | Ditto ...                |
| (iii) From the terminus of (ii) to Arkonam, (Madras).   | Ditto ...   | Terminus of (ii) and Arkonam ...  | Ditto ...                |
| (iv) Renigunta-Gudur (Madras)   | Ditto ...   | Renigunta and Gudur ...   | .....                    |
| <i>Alternatives to (iii) and (iv).</i>  |   |   |                          |
| Villupuram-Madras (Madras).   | Ditto ...   | Villupuram and Madras ...   | .....                    |
| Chingleput-Arkonam (Madras).  | Ditto ...   | Chingleput and Arkonam ...  | .....                    |
| Villupuram to the terminus of (ii) (Madras).  | Ditto ...   | Villupuram and the terminus of (ii).  | .....                    |
| Northern India and Ceylon connection.   | .....   | .....   | .....                    |
| <i>P.</i>   |   |   |                          |
| Paddapenki-Parvatipur branch (Madras).  | .....   | .....   | .....                    |
| Palghat-Palni railway (Madras)  | .....   | .....   | .....                    |
| Palni-Satyamangalam railway (Madras).   | .....   | Palni to Satyamangalam with a branch from—<br>Satyamangalam to Mettupalaiyam. | Surveyed ...<br>Do. ...  |
| Panchkura-Luff Point (Bengal)   | Bengal-Nagpur railway   | Panchkura and Luff Point ...  | Not surveyed * ...       |

**DIX 38-A—contd.***corrected up to 31st December 1906.*

| Gauge.                  | Length. | Estimated cost. | REMARKS.   |
|-------------------------|---------|-----------------|--|
|                         | Miles.  | Rs.             |  |
| 5' 6"                   | 190'73  | 2,32,30,222     | Surveys were carried out by the Great Indian (Peninsula) railway in 1905. Two alternative routes to Warangal have since been surveyed but the detailed project has not yet been received. A chord line from Bori (or Borkhedi) on the Nagpur branch to Hinganghat on the Wardha branch, 27 miles, is under survey. Pending receipt of the results of these surveys, the consideration of the projects submitted has been deferred.   |
| 5' 6"                   | 184'35  | 1,92,92,845*    |  |
| 5' 6"                   | 148'62  | 1,44,36,200*    |  |
| 5' 6"                   | 43      | .....           | The proposal contemplates the laying of a mixed gauge between Rainnada and Mandapam, 23 miles, and the construction of 20 miles of new line.   |
| 5' 6"                   | 195     | .....           | New construction.  |
| 5' 6"                   | 80      | .....           | Ditto.   |
| 5' 6"                   | 51½     | .....           | Conversion from the existing 3' 3½" to 5' 6" gauge.  |
| 5' 6"                   | 101½    | .....           | Ditto Ditto.   |
| 5' 6"                   | 39      | .....           | Ditto ditto.   |
| Mixed 3' 3½" and 5' 6". | .....   | .....           | Laying of a third rail.<br>The projects relating to the southern portion of the scheme were recommended by a Railway Commission which assembled in Madras in February 1903 with a view to effecting a through standard (5' 6") gauge connection between India and Ceylon.  |
| .....                   | .....   | .....           | See remarks under "North and South railway".   |
| .....                   | .....   | .....           | See "Dusi-Salur light railway".  |
| .....                   | .....   | .....           | See "Dindigul-Palghat railway" of which it forms a part.   |
| 3' 3½"                  | 84'36   | 84,33,040       |  |
| 3' 3½"                  | 17'53   | 25,03,225       |  |
| 5' 6"                   | 25      | .....           | This project was proposed by the Bengal-Nagpur Railway Company in 1900, coupled with proposals for establishing an export coal depot at Luff Point. The latter question was investigated in 1903 by a Commission, whose conclusions were that a coal depot at Luff Point would be of little use to the industry as a whole; that, though practicable, it would probably be costly; that it is not at present desirable to establish one at Luff Point; and that if established it should be in the hands of the Port Commissioners of Calcutta. The Government of India decided that the Port Trust of Calcutta should have the first refusal of constructing any such depôts or jetties at Luff Point or in its neighbourhood, and that, should that body decline to undertake the work, Government would be prepared to consider definite proposals from any substantial private firm or company for undertaking the combined scheme at its own risk and responsibility. |

\* Excluding rolling stock.

## APPENDIX

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated. | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.   | Whether surveyed or not.   |
|--|---|--|----------------------------|
| <i>P—concluded.</i>  |   |  |                            |
| Pandharpur-Miraj extension (Bombay).                                     | Barsi Light railway ...   | Pandharpur and Miraj* ...  | Survey sanctioned ...      |
| Parlakimedi-Baruva light railway (Madras).                               | .....   | .....  | .....                      |
| Pathankot-Baijnath (or Palampur) (Punjab).                               | .....   | .....  | .....                      |
| Pathar Kandi Bazar-Magura Cherra tramway (Eastern Bengal and Assam).     | .....   | .....  | .....                      |
| Patiala-Jakhal railway (Punjab) ...                                      | North Western railway (Rajpura-Bhatinda).   | Patiala and Jakhal ...   | Surveyed ...               |
| Patiala-Jakhal railway extension (Punjab).                               | North Western railway (Southern Punjab).  | Jakhal <i>via</i> Hissar, Loharu and Kanaud to Narnaul.                  | Not surveyed ...           |
| Patti-Lodhran railway (Punjab) .   | North Western railway (Amritsar-Patti).   | Patti to Lodhran <i>via</i> Kasur, Hajra, Dipalpur, Haveli and Pakpatan. | Under survey . .           |
| Pegu-Syriam railway (Burma) ...  | Burma railways ...  | Pegu and Syriam ...  | Surveyed ...               |
| Pertabganj-Birpur-Ghoraghat railway (Bengal).                            | Bengal and North-Western railway (Tirhoot section).                               | Pertabganj and Ghoraghat ...   | Surveyed ...               |
| Phirangipuram-Gurzala branch (Madras).                                   | Southern Mahratta railway.  | Phirangipuram and Gurzala ...  | Surveyed ...               |
| Phulbari-Sumjhia branch (Eastern Bengal and Assam).                      | Eastern Bengal State railway.   | Phulbari and Sumjhia ...   | Surveyed ...               |
| Pilibhit-Barmdeo branch (United Provinces).                              | Rohilkund and Kumaon railway (Lucknow-Bareilly).                                  | Pilibhit and Barmdeo ...   | Surveyed ...               |
| Pilibhit-Shahjahanpur railway (United Provinces).                        | Rohilkund and Kumaon railway. (Lucknow-Bareilly).                                 | Pilibhit and Shahjahanpur ...  | Under survey ...           |
| Podanur-Palni railway (Madras).  | Madras railway ...  | Podanur and Palni ...  | Surveyed ...               |
| Pokhrayan-Auriya branch (United Provinces).                              | Great Indian Peninsula railway.   | Pokhrayan and Auriya ...   | Reconnoitred ...           |
| Prome-Magwe-Meiktila extension (Burma).                                  | Burma railways ...  | Prome and Meiktila ...   | Not surveyed ...           |
| Prome-Zadalin railway (Burma).   | ...   | .....  | ...                        |
| Puri-Astrang branch (Bengal) ...   | Bengal-Nagpur railway.  | Puri and Astrang ...   | Not surveyed ...           |
| Pyinmana-Magwe railway (Burma)   | Burma railways ...  | Pyiwin to Kyanzu ...   | Surveyed ...               |
|  |   | Kyanzu to Magwe ...  | Not surveyed ...           |
| <i>R.</i>  |   |  |                            |
| Raichur-Wondalli railway (Hyderabad, Nizam's).                           | Great Indian Peninsula railway.   | Raichur and Wondalli ...   | Surveyed by the promoters. |

## DIX 38-A—continued.

corrected up to 31st December 1906.

| Gauge. | Length. | Estimated cost. | REMARKS.  |
|--------|---------|-----------------|---|
|        | Miles.  | Rs.             |   |
| 2' 6"  | 77      | .....           | The survey is being carried out by the Barsi Light railway from Imperial funds.   |
| .....  | .....   | .....           | See under "Ganjam District light railways".   |
| .....  | .....   | ...             | See "Kangra Valley railway".  |
| .....  | .....   | .....           | See under "Sylhet District tramways".   |
| 5' 6"  | 54'35   | .....           | This line has been proposed by the Patiala Durbar and would form a chord between the Rajpura-Bhatinda and the Southern Punjab railways. The preparation, at the cost of the Durbar, of alternative projects on the 3' 3½" and 5' 6" gauges has been sanctioned. The survey has been completed and the detailed projects are awaited.  |
| .....  | 131     | .....           | This line has been proposed by the Durbars interested. The proposals are under consideration.   |
| 5' 6"  | 242     | .....           | This line will be constructed by the State as an integral part of the North Western railway. The Lodhran-Mailsi section, 39.7 miles, has been surveyed and is estimated to cost Rs. 17,94,793 on the 5' 6" gauge. It will comprise a large portion of the Changa Manga-Pakpattan project.   |
| 3' 3½" | 67.68   | 53,30,984       | The Amritsar-Patti Railway Company have applied for a concession to extend their line from Patti to Kasur. The application is under consideration.  |
| 3' 3½" | 15      | .....           | This line has been proposed to take the place of the existing Pertabganj-Khanwaghat section, which will be abandoned. The results of survey have not been received by the Railway Board.  |
| 3' 3½" | 50.64   | 12,59,641       |   |
| 3' 3½" | 13.48   | 4,41,745        |   |
| 3' 3½" | 38.75   | .....           | A resurvey of this line was ordered by the Home Board of the Rohilkund and Kumaon railway. This has been completed and the results are awaited. The line will be an extension of the Lucknow-Bareilly railway and will be constructed from funds to be provided by the State. It will serve the lower Kumaon and the forests on the banks of the Sarda river.   |
| 3' 3½" | 56      | .....           | The Rohilkund and Kumaon Railway Company urged to be allowed to construct on the metre gauge a railway from Pilibhit via Shahjahanpur to Sitapur, but the Secretary of State has approved of the construction by the Company of the Pilibhit-Shahjahanpur section only, the remainder being superseded by the Rosa-Sitapur line to be constructed as an integral part of the Oudh and Rohilkhand railway. |
| 5' 6"  | 65.24   | 88,04,307       | This line is an alternative to the Palghat-Palni railway.   |
| 2' 0"  | 28      | 7,28,000        | The line was reconnoitred in 1899 but the results have not yet been submitted.  |
| 3' 3½" | 176     | 1,13,00,000     | This line was recommended in 1895 by the Chief Commissioner of Burma as one that would tap the prosperous oil fields at Yenanchoung.  |
| .....  | .....   | .....           | See "Assam-Burma connection railway."   |
| 5' 6"  | 34      | 27,20,000       | This line will, it is stated, have a certain protective value in famine times and, if aligned parallel to the seashore and about 6 or 8 miles away, will pass through thickly populated tracts.   |
| 3' 3½" | 54.09   | 39,34,029       | This line was proposed by the Government of Burma in 1905 with a view to providing useful work in case famine should occur in the adjoining dry zone districts.   |
| 3' 3½" | 66      | .....           |   |
| 2' 6"  | 43      | 12,53,336       | This line was proposed by a syndicate to serve the Wondalli gold mines and the proposals were approved by the Secretary of State in 1900, but the scheme has not advanced. It will form a feeder to the Great Indian Peninsula and Madras railways.   |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated. | Existing railway system with which the project is connected at the initial point. | Initial and terminal points. | Whether surveyed or not.                                   |
|--|---|------------------------------|--|
| <b>R—concl'd.</b>  |   |                              |  |
| Raipur-Khurda railway (Central Provinces and Bengal).                    | Bengal-Nagpur railway...  | Raipur and Khurda ...        | Partly reconnoitred ...                                    |
| Rangamatighat-Ghagrapara tramway (Eastern Bengal and Assam).             | .....   | .....                        | .....  |
| Rangya-Tezpur railway (Eastern Bengal and Assam).                        | Eastern Bengal State railway.   | Rangya and Tezpur ...        | Surveyed ...   |
| Rawalpindi-Murree railway (Punjab).                                      | North Western railway   | Rawalpindi and Murree ...    | Reconnoitred by the promoter.                              |
| Rewah-Sutna railway (Central India).                                     | ...   | Rewah and Sutna ...          | Surveyed ...   |
| Rosa-Sitapur railway (United Provinces).                                 | Oudh and Rohilkhand railway.  | Rosa and Sitapur ...         | Surveyed ...   |
| Rowsara-Khagaria light railway (Bengal).                                 | Bengal and North Western railway (Tirhoot section).                               | Rowsara and Khagaria ...     | Apparently reconnoitred by the District Engineer, Monghyr. |
| <b>S.</b>  |   |                              |  |
| Saidpur-Titalia branch (Eastern Bengal and Assam).                       | Eastern Bengal State railway.   | Saidpur and Titalia ..       | Surveyed ...   |
| Salem-Attur branch (Madras) ...  | Madras railway ...  | Salem and Attur ...          | Surveyed ...   |
| Salem-Porto Novo railway (Madras).                                       | Madras railway ...  | Salem and Porto Novo ...     | Surveyed ...   |
| Samastipur-Rowsara light railway (Bengal).                               | Bengal and North Western railway (Tirhoot section).                               | Samastipur and Rowsara ...   | Not surveyed   |
| Samastipur-Rowsara-Padri extension (Bengal).                             | Bengal and North Western railway (Tirhoot section).                               | Samastipur and Padri ...     | Under survey   |
| Sambalpur-Khurda railway (Central Provinces and Bengal).                 | Bengal-Nagpur railway   | Sambalpur and Khurda ...     | Surveyed ...   |
| Santipur-Kalna extension (Bengal)  | Eastern Bengal State railway.   | Santipur and Kalna ...       | See "Remarks"  |

**DEX 38-A.—continued.**

corrected up to 31st December 1906.

| Gauge.                     | Length. | Estimated cost. | REMARKS.  |
|----------------------------|---------|-----------------|---|
|                            | Miles.  | Rs.             |   |
| 5' 6"                      | 295½    | 3,02,51,043     | This line was proposed as an alternative to the Sambalpur-Khurda railway. The Raipur-Sonpur section, 160 miles, was reconnoitred, the remaining portion being surveyed as part of the Sambalpur-Khurda railway. The Raipur-Vizianagran railway, which is now under construction, supersedes a section of this line.   |
| .....                      | .....   | .....           | See "Mangaldai tramway."  |
| 3' 3½"                     | 72'34   | 27,19,983       | This line is strongly supported by the Government of Eastern Bengal and Assam on the grounds that it would serve an important tea district in the Mangaldai sub-division and afford a powerful stimulus to the reclamation of the savannah country which is becoming gradually settled with time-expired garden coolies.  |
| 3' 3½"                     | 40      | 36,88,537       | This line has been proposed by private enterprise. The estimates are for an electric railway excluding interest during construction and maintenance and promotion charges. Including these charges the estimated cost is Rs. 44,78,537.   |
| 2' 6"                      | 32      | 7,61,810        | This line will connect with the East Indian railway at Sutna. It was proposed with a view to providing relief on the occurrence of scarcity in the Rewah State. The line will probably be constructed by the Durbar.  |
| 5' 6"                      | 51'36   | 38,74,471       | This line supersedes the Shahjahanpur-Sitapur section of the Pilibhit-Sitapur railway proposed by the Rohilkund and Kumaon Railway Company. The Secretary of State has approved of its construction as an integral part of the Oudh and Rohilkhand railway.   |
| Not stated, probably 2' 6" | 44      | 10,00,000       | This line was proposed by the District Board of Monghyr in 1905. In conjunction with the Samastipur-Rowsara light railway proposed by the District Board of Darbhanga, it will form a chord between Samastipur and Khagaria stations on the Tirhoot State railway. The District Board have signified their intention of withdrawing their proposal in favour of the Darbhanga-Khagaria and Samastipur-Padri extensions proposed by the Bengal and North-Western railway, provided that the line is taken in hand before the end of 1908.                                |
| 3' 3½"                     | 66      | 29,84,000       | This project has been held over until the site for the new Gangos bridge and the system of lines connected with it are finally settled.   |
| 5' 6"                      | 36'06   | 17,59,555       | In 1903 the Secretary of State sanctioned the construction of this line as a State railway, but the commencement of work was not authorized pending provision of funds. The District Board of Salem has since expressed a desire to construct it on the metre gauge, but no decision has yet been come to as to how the capital required for its construction is to be raised.  |
| 3' 3½"                     | 116     | 69,86,000       | This line also passes through Attur and therefore comprises the Salem-Attur project. It was proposed in 1887 as a famine protective line by the Government of Madras who have since put forward the Trichinopoly-Tirukkoyilur railway in substitution of it. The approximate cost on the 5' 6" gauge is estimated at Rs. 86,00,000.   |
| Not stated, probably 2' 6" | 17½     | 6,25,000        | The District Board of Darbhanga proposed the construction of this line through the agency of a company under Bengal Tramways Act III of 1883. The Bengal and North-Western railway have since proposed an alternative line from Samastipur to Padri via Rowsara and the District Board have intimated their willingness to withdraw their proposal in favour of the latter line if its construction is undertaken within a reasonable time.   |
| 3' 3½"                     | 34      | ...             | This line has been proposed by the Bengal and North Western railway and is alternative to the Samastipur-Rowsara light railway put forward by the District Board of Darbhanga.  |
| 5' 6"                      | 190     | 2,37,00,000     | The Government of Bengal has urged the early construction of this line by the State on administrative and political grounds.  |
| 2' 6"                      | 6½      | ...             | This line will be an extension of the Ranaghat-Krishnagar branch. In 1904 orders were issued for the preparation of a detailed project for the extension and of alternative estimates for connecting the branch with the Ranaghat-Godagari railway on the 5' 6" gauge—<br>(i) by a 2' 6" gauge line from Raghabpur station to meet the 5' 6" gauge railway on the west side of the Churni bridge;<br>(ii) by extending (i) over the bridge right up to Ranaghat along the 5' 6" gauge alignment on a 4-rail mixed gauge.<br>The detailed project estimates are awaited. |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated.         | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.   | Whether surveyed or not.                                 |
|--|---|--|--|
| <i>S—contd.</i>  |   |  |  |
| Sara bridge (Eastern Bengal and Assam).  | ...   | .....  | ...  |
| Sara-Sirajganj-Jagannathganj railway (Eastern Bengal and Assam).                 | Eastern Bengal State railway.   | (i) Sara to Sirajganj ...<br>(ii) Sirajganj to Brahmaputra right bank.<br>(iii) Brahmaputra left bank to Jagannathganj with Subarnakhal branch.  | Surveyed ...<br>Do. ...<br>Do. ...                       |
| Sarakala-Abbottabad-Srinagar railway (North-West Frontier Province and Kashmir). | North Western railway   | Sarakala to Srinagar <i>via</i> Abbottabad<br><br><i>Alternative</i><br>Mandra to Srinagar <i>via</i> Panjar...  | Do. ...<br>Do. ...                                       |
| Satara Road-Satara City railway (Bombay).  | Southern Mahratta railway.  | Satara Road and Satara City ...  | Surveyed ...   |
| Sealtic-Lala Bazar tramway (Eastern Bengal and Assam).                           | ...   | .....  | ...  |
| Shadipalli-Mehoo Suboo light railway (Bombay).                                   | }   | .....  | ...  |
| Shadipalli-Samara light railway (Bombay).  |   | .....  | ...  |
| Shambhuganj-Gauripur branch (Eastern Bengal and Assam).                          |   | .....  | ...  |
| Shibnibash-Kotchandpur-Magura branch (Bengal).                                   | Eastern Bengal State railway.   | The three alignments surveyed and estimated for are—<br>(i) <i>via</i> Khallispur, Durgapur and Jhenida with a branch from Jhenida to Sulkopa.<br>(ii) <i>via</i> Khallispur and Kaliganj direct to Magura with a branch from Kaliganj to Sulkopa.<br>(iii) <i>via</i> Khallispur, Kaliganj and Jhenida with a branch from Jhenida to Sulkopa. | Surveyed ...<br>Do. ...<br>Do. ...<br>Do. ...<br>Do. ... |
| Shwebo-Thabeitkyin railway (Burma).  | Burma railways  | Shwebo and Thabeitkyin ...   | Surveyed ...   |
| Shwebo-Yeu light railway (Burma) ( <i>New project</i> ).                         | Burma railways  | Shwebo and Yeu ...   | Survey sanctioned ...                                    |
| Sihor-Palitana branch (Kathiawar, Bombay).                                       | Bhavnagar-Gondal-Junagad-Forbandar railway.                                       | Sihor and Palitana ...   | Surveyed ...   |
| Silchar-Duarbund tramway (Eastern Bengal and Assam).                             | }   | .....  | ...  |
| Silchar-Tikalpur tramway (Eastern Bengal and Assam).                             |   | .....  | ...  |
| Singhiani-Sherpore-Nalitabari railway (Eastern Bengal and Assam).                | ...   | .....  | ...  |
| Singia-Madaripur-Chandpur railway (Bengal and Eastern Bengal and Assam).         | Eastern Bengal State railway.   | Singia and Bhedarganj ...  | Surveyed ...   |

## DIX 38-A.—continued.

corrected up to 31st December 1906.

| Gauge.                  | Length. | Estimated cost. | REMARKS.  |  |        |       |                     |       |             |                         |       |           |
|-------------------------|---------|-----------------|---|--|--------|-------|---------------------|-------|-------------|-------------------------|-------|-----------|
|                         | Miles.  | Rs.             |   |  |        |       |                     |       |             |                         |       |           |
| ...                     | ...     | ...             | See " Ganges bridge at Godagari or Sara ".  |  |        |       |                     |       |             |                         |       |           |
| 5' 6"                   | 49'48   | 62,09,669       | The estimates exclude the cost of a steam ferry across the Brahmaputra river amounting to Rs. 9,30,000.   |  |        |       |                     |       |             |                         |       |           |
| 5' 6"                   | 3'22    | 3,70,008        | The project has been held over pending a decision on the question of a bridge over the Ganges at Sara.  |  |        |       |                     |       |             |                         |       |           |
| 3' 3½"                  | 26'05   | 15,38,521       |   |  |        |       |                     |       |             |                         |       |           |
| {                       | 5' 6"   | 200             | The project, as now revised, provides for a 5' 6" gauge line from Saraikala to Abbottabad worked as part of the North Western railway, and for a metre gauge line worked by electricity from Abbottabad to Srinagar, the portions within British and Kashmir territories being constructed and owned by the Government of India and the Durbar respectively.  |  |        |       |                     |       |             |                         |       |           |
|                         | 3' 3½"  | 203             |   |  |        |       |                     |       |             |                         |       |           |
|                         | 5' 6"   | 182             |   |  |        |       |                     |       |             |                         |       |           |
|                         | 3' 3½"  | 185             |   |  |        |       |                     |       |             |                         |       |           |
|                         |         |                 | A resurvey of the Saraikala-Abbottabad section, 48 miles, has been ordered with instructions to prepare comparative estimates on the 5' 6" gauge with ruling grades of 1 in 70 and 1 in 40 respectively.  |  |        |       |                     |       |             |                         |       |           |
| 3' 3½"                  | 10      | ...             | The project estimates are awaited.  |  |        |       |                     |       |             |                         |       |           |
| ...                     | ...     | ...             | See under " Cachar District tramways ".   |  |        |       |                     |       |             |                         |       |           |
| ...                     | ...     | ...             | See under " Light railways in Sind ".   |  |        |       |                     |       |             |                         |       |           |
| ...                     | ...     | ...             | See under " Dacca-Mymensingh railway extensions ".  |  |        |       |                     |       |             |                         |       |           |
| 5' 6"                   | 51'75   | 49,94,494       | This branch was proposed on the 2' 6" gauge by a Calcutta firm in 1896 and is alternative to the Bongong-Kotchandpur line put forward by the late Bengal Central railway on the 5' 6" gauge. The Government of India expressed a preference for the former line and decided that it should be constructed on the same gauge (5' 6") as the parent line. Of the alignments examined, the Manager, Eastern Bengal State railway, recommends No. (iii), the branch to Sulkopa being postponed until the trend of traffic on the Kumar river north of Magura has been definitely ascertained. |  |        |       |                     |       |             |                         |       |           |
| 5' 6"                   | 12'00   |                 |   |  |        |       |                     |       |             |                         |       |           |
| 5' 6"                   | 48'00   | 53,07,874       |   |  |        |       |                     |       |             |                         |       |           |
| 5' 6"                   | 19'75   |                 |   |  |        |       |                     |       |             |                         |       |           |
| 5' 6"                   | 55      | 52,49,115       |   |  |        |       |                     |       |             |                         |       |           |
| 5' 6"                   | 12      |                 |   |  |        |       |                     |       |             |                         |       |           |
| 3' 3½"                  | 30'05   | 14,42,845       | This line was proposed to tap the Kabwet collieries and to open up the Ruby Mines district. If it stops at Letkoba, in which case the collieries will be served equally well, the length would be 22'75 miles and cost Rs. 9,93,840.  |  |        |       |                     |       |             |                         |       |           |
| Not stated              | 22      | ...             | This line has been designed to open up the country to be irrigated by the Shewbo and Yeu canals.  |  |        |       |                     |       |             |                         |       |           |
| 3' 3½"                  | 17      | 5,20,791        | This line was proposed by the Palitana Durbar, by whom it will probably be constructed. It would facilitate pilgrimages to the sacred shrines of Palitana to which pilgrims flock twice a year and would also form part of the direct route to the port of Shiah Bet on the south coast of Kathiawar.   |  |        |       |                     |       |             |                         |       |           |
| ...                     | ...     | ...             | See " Cachar District tramways ".   |  |        |       |                     |       |             |                         |       |           |
| ...                     | ...     | ...             | See under " Dacca-Mymensingh railway extensions ".  |  |        |       |                     |       |             |                         |       |           |
| 5' 6"                   | 82'15   | 1,92,65,833     | The cost by sections is as follows—   |  |        |       |                     |       |             |                         |       |           |
|                         |         |                 | <table><tr><td></td><td>Miles.</td><td>Cost.</td></tr><tr><td>Singia to Madaripur</td><td>63'34</td><td>1,23,46,885</td></tr><tr><td>Madaripur to Bhedarganj</td><td>18'81</td><td>69,18,948</td></tr></table>  |  | Miles. | Cost. | Singia to Madaripur | 63'34 | 1,23,46,885 | Madaripur to Bhedarganj | 18'81 | 69,18,948 |
|                         | Miles.  | Cost.           |   |  |        |       |                     |       |             |                         |       |           |
| Singia to Madaripur     | 63'34   | 1,23,46,885     |   |  |        |       |                     |       |             |                         |       |           |
| Madaripur to Bhedarganj | 18'81   | 69,18,948       |   |  |        |       |                     |       |             |                         |       |           |
|                         |         |                 | The Madaripur-Bhedarganj section is considered impracticable on the grounds of cost.  |  |        |       |                     |       |             |                         |       |           |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated. | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.   | Whether surveyed or not.       |
|--|---|--|--------------------------------|
| S—concl'd.   |   |  |                                |
| Sirajganj-Ullapara railway (Eastern Bengal and Assam).                   | Eastern Bengal State railway.   | Girajganj and Ullapara   | Surveyed by the promoters      |
| Sonaripur-Ramnagar ghat extension (United Provinces).                    | ...   | .....  | ...                            |
| Sonepat-Saharanpur branch (Punjab and United Provinces).                 | East Indian railway (Delhi-Umballa-Kalka).  | Sonepat and Saharanpur   | Not surveyed                   |
| Sointilla-Sonpur branch (Bengal)   | Bengal-Nagpur railway   | Sointilla and Sonpur   | Surveyed                       |
| Southern Shan States railway (Burma).                                    | Burma railways  | Nyaungyan and Sang Hai   | Surveyed                       |
| •  |   |  |                                |
| Sri Madhopur-Borawar Chord (Rajputana).                                  | Bombay, Baroda and Central India railway (Rajputana-Malwa).                       | Sri Madhopur and Borawar   | Not surveyed                   |
| Sir Madhopur-Sikar branch (Rajputana).                                   | Bombay, Baroda and Central India railway (Rajputana-Malwa).                       | Sri Madhopur and Sikar   | Surveyed                       |
| Srimangal-Manumukh tramway (Eastern Bengal and Assam).                   | Assam-Bengal railway.   | .....  | ...                            |
| Sutang-Madna tramway (Eastern Bengal and Assam).                         |   | .....  | ...                            |
| Sylhet District tramways—  |   |  |                                |
| Sutang-Madna tramway (Eastern Bengal and Assam).                         |   | Sutang and Madna   | Reconnoitred by the promoters. |
| Srimangal-Manumukh tramway (Eastern Bengal and Assam).                   |   | Srimangal and Manumukh   | Ditto Ditto                    |
| Kalaura-Chhatak tramway (Eastern Bengal and Assam).                      |   | Kalaura and Chhatak via Sylhet   | Ditto Ditto                    |
| Karimganj-Chandi Khira tramway (Eastern Bengal and Assam).               |   | Karimganj and Chandi Khira with a branch from Pathar Kandi-Bazar to Magura Cherra. | Ditto Ditto                    |
| T  |   |  |                                |
| Tando Muhammed Khan-Mirpur Buttora branch (Bombay).                      | ...   | .....  | ...                            |
| Taragupet (Bangalore)-Chikballapur light railway (Mysore).               | ...   | .....  | ...                            |
| Taungup branch (Burma)   | ...   | .....  | ...                            |
| Tinnevely-Tiruchendur railway (Madras).                                  | South Indian railway  | Tinnevely and Tiruchendur  | Surveyed                       |
| Trichinopoly-Thondi branch (Madras).                                     | South Indian railway  | Trichinopoly and Thondi  | Not surveyed                   |

## DIX 38-A.—continued.

\* corrected up to 31st December 1906.

| Gauge. | Length. | Estimated cost. | REMARKS.  |
|--------|---------|-----------------|---|
|        | Miles.  | Rs.             |   |
| 2' 6"  | 18      | 14,00,000       | This line has been proposed for construction by private enterprise, in the interests of jute and other traffic, with the help of a guarantee from the District Board of Pabna. Further proposals are awaited from the promoters.  |
| ...    | ...     | ...             | See "Dudhwa branch extension to Ramnagar ghat".   |
| 5' 6"  | 60      | 48,00,000       |   |
| 5' 6"  | 48.24   | 30,62,444       | This branch was projected to connect at Sonpur the Raipur-Vizianagaram railway with the Sambalpur-Khurda line.  |
| 2' 6"  | 112.2   | 68,57,667       | This line was projected in order to afford railway communication between the wheat-growing districts in the Southern Shan States and the port of Rangoon.<br>The Railway Board deputed an officer in 1906 to examine on the spot the project prepared for a 2' 6" gauge line and have since directed the preparation of a detailed project on the metre gauge in accordance with the report submitted by the officer. |
| 3' 3½" | ...     | ...             | This chord has been suggested in order to reduce the through metre gauge mileage between Delhi and Karachi.   |
| 3' 3½" | 30.68   | 8,69,413        |   |
| ...    | ...     | ...             | See under "Sylhet District tramways".   |
| 2' 6"  | 30      | 11,54,407       |   |
| 2' 6"  | 22½     | 8,81,567        | These lines were proposed in the interests of the tea industry and as feeders to the Assam-Bengal railway. The proposals fell through owing to the inability of the local administration to guarantee interest on capital at 3 per cent. per annum which the promoters had asked for.   |
| 2' 6"  | 53      | 20,04,376       |   |
| 2' 6"  | 43      | 12,00,000       | The Kalaura-Chhatak project is superseded by the Kalaura-Sylhet line, which is now under construction.  |
| ...    | ...     | ...             |   |
| ...    | ...     | ...             | See "Lower Sind branches".  |
| ...    | ...     | ...             |   |
| ...    | ...     | ...             | See "Bangalore (Taragupet)—Chikballapur light railway".   |
| ...    | ...     | ...             |   |
| ...    | ...     | ...             | See under "Assam-Burma connection railway".   |
| 3' 3½" | 37.60   | 20,52,003       | This line has been proposed by the District Board of Tinnevely from whom proposals for its financing are awaited.   |
| 3' 3½" | 86      | 37,50,000       | A part of this scheme will probably be financed by the District Board of Madura.  |

## Statement of railway and tramway projects

| Name of project, and, in brackets, the province in which it is situated. | Existing railway system with which the project is connected at the initial point. | Initial and terminal points.  | Whether surveyed or not.  |
|--|---|---|---------------------------|
| Trichinopoly-Tirukkoyilur railway (Madras).                              | South Indian railway ..   | Trichinopoly and Tirukkoyilur ...   | Reconnoitred ...          |
| Tumsar road-Katangi railway (Central Provinces).                         | Bengal-Nagpur railway...  | Tumsar road to Katangi ...<br>Sidings to serve the mines ...  | Surveyed ...<br>Ditto ... |
| V.   |   |   |                           |
| Vadnagar (or Visnagar)-Vijapur extension (Bombay).                       | ...   | .....   | .....                     |
| Vaigai Valley railway (Madras) .   | South Indian railway ...  | Ammayanayakkannur to Kotagudi with extensions :—<br>(i) Perivakulam to Krishnama Naik's tope.<br>(ii) Near Theni (mile 39) to Uttamapalaiyam. | See "Remarks" ...         |
| Visnagar (or Vadnagar)-Vijapur extension (Bombay).                       | Bombay, Baroda and Central India railway (Gaekwar's Mehsana).                     | Visnagar to Vijapur ...<br><i>Alternative.</i><br>Vadnagar to Vijapur .   | Surveyed ...<br>Do. ...   |
| Vizianagram-Bimlipatam branch (Madras).                                  | Bengal-Nagpur railway   | Vizianagram and Bimlipatam ...  | Not surveyed ...          |
| Y.   |   |   |                           |
| Yerragudipad-Jammalamadugu branch (Madras).                              | Madras railway ...  | Yerragudipad and Jammalamadugu.   | Surveyed ...              |
| Z.   |   |   |                           |
| Zadabin-Zibingyi railway (Burma)   | ...   | .....   | .....                     |

**DIX 38-A—concluded.***corrected up to 31st December 1906.*

| Gauge.  | Length. | Estimated cost. | REMARKS.  |
|---------|---------|-----------------|---|
|         | Miles.  | Rs.             |   |
| 3' 3½"  | 96.75   | 74,43,000       | This line was recommended by the Madras Government in 1899 in substitution of the Salem-Porto Novo project and was also recommended by the Railway Commission of 1903 as part of the 5' 6" gauge route connecting India and Ceylon. It will shorten the distance between Madras and districts south of Trichinopoly by 37 miles. The South Indian Railway Company have, since the close of the year, been permitted to survey this line, the survey being adapted to the requirements of the 5' 6" gauge. |
| 5' 6"   | 32.89   | 20,40,477       | This line has been projected in order to serve the manganese mines in the Central Provinces.  |
| 5' 6"   | 10      | 5,44,435        |   |
| ...     | ...     | ...             | See "Visnagar (or Vadnagar)-Vijapur extension".   |
| { 2' 6" | 55      | { See "Remarks" | This line was surveyed by a syndicate who estimated an approximate outlay of Rs. 29,377 per mile. A concession was granted to the syndicate in 1901, but in 1905 they renounced it owing to their inability to raise the capital required.  |
| 2' 6"   | 5       |                 |   |
| 2' 6"   | 18      |                 |   |
|         |         |                 | A large portion of this project is covered by the Ammayanayakkannur-Uttamipalaiyam line proposed by the District Board of Madurai.  |
| 3' 3½"  | 16      | 5,34,280        | This line will lie entirely within the territory of the Baroda Darbar who will construct it. Earthwork for famine relief purposes was sanctioned in 1904.   |
| 3' 3½"  | 16.92   | ..              |   |
| 5' 6"   | 15      | 9,39,000        | In 1905 a Madras firm urged the construction of this line by the State in the interests of traffic in manganese, but the scheme is not supported by the Government of Madras.   |
| { 2' 6" | { 24.05 | 10,45,004       |   |
| 5' 6"   |         | 12,46,831       |   |
| ...     | ...     | ...             | See "Assam-Burma connection railway".   |

## APPENDIX 39.

Statement showing the total working expenses on the principal railways in India during the year 1906 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

5' 6" GAUGE LINES.

| Number.      | RAILWAY SYSTEM.<br>(Vide APPENDIX 38.) | Total working expenses. | GROSS RECEIPTS. |              | TRAIN-MILES.    |                 | TON-MILES INCLUDING DEAD WEIGHT. |                |
|--------------|--|-------------------------|-----------------|--------------|-----------------|-----------------|----------------------------------|----------------|
|              |  |                         | APPENDIX 18.    |              | APPENDIX 18.    |                 | APPENDIX 18.                     |                |
|              |  |                         | Item No. 21.    | Item No. 89. | Item No. 22.    | Item No. 90.    | Item No. 73.                     | Item No. 109.  |
|              |  |                         | Coaching.       | Goods.       | Coaching.       | Goods.          | Coaching.                        | Goods.         |
|              |  | (In lakhs.)             | (In lakhs.)     | (In lakhs.)  | (In thousands.) | (In thousands.) | (In millions.)                   | (In millions.) |
| 1 (a)        | Bengal-Nagpur ...                      | 122.22                  | 80.61           | 171.24       | 2,435.56        | 3,646.40        | 636.03                           | 1,687.44       |
|              | Ratio ...                              | ...                     | 1               | 2.12         | 1               | 1.50            | 1                                | 2.65           |
| 2 (a) to (f) | Bombay, Baroda and Central India ...   | 108.53                  | 76.96           | 146.26       | 2,296.12        | 1,399.16        | 587.19                           | 899.17         |
|              | Ratio ...                              | ...                     | 1               | 1.30         | 1.64            | 1               | 1                                | 1.53           |
| 3 (a)        | Eastern Bengal State ...               | 56.18                   | 51.40           | 83.59        | 1,893.44        | 1,422.49        | 475.87                           | 592.88         |
|              | Ratio ...                              | ...                     | 1               | 1.63         | 1.34            | 1               | 1                                | 1.25           |
| 4 (a) to (d) | East Indian ...                        | 321.75                  | 251.00          | 562.05       | 7,527.83        | 9,818.47        | 2,342.72                         | 6,095.27       |
|              | Ratio ...                              | ...                     | 1               | 2.24         | 1               | 1.30            | 1                                | 2.60           |
| 5 (a) to (f) | Great Indian Peninsula ...             | 320.55                  | 190.35          | 442.98       | 7,484.77        | 8,216.61        | 1,908.85                         | 3,575.89       |
|              | Ratio ...                              | ...                     | 1               | 2.33         | 1               | 1.10            | 1                                | 1.87           |
| 6 (a) to (d) | Madras ...                             | 127.09                  | 79.87           | 127.00       | 2,270.79        | 2,793.73        | 555.51                           | 1,102.94       |
|              | Ratio ...                              | ...                     | 1               | 1.60         | 1               | 1.23            | 1                                | 1.09           |
| 8 (a) & (b)  | Nizam's Guaranteed State ...           | 18.43                   | 11.32           | 34.82        | 331.61          | 740.59          | 94.80                            | 298.01         |
|              | Ratio ...                              | ...                     | 1               | 3.08         | 1               | 2.23            | 1                                | 3.14           |
| 9 (a) to (g) | North Western State ...                | 355.24                  | 212.10          | 458.36       | 8,439.13        | 9,837.19        | 1,976.87                         | 4,441.50       |
|              | Ratio ...                              | ...                     | 1               | 2.16         | 1               | 1.16            | 1                                | 2.2            |
| 10 (a) & (b) | Oudh and Rohilkhand State ...          | 88.53                   | 78.59           | 77.27        | 3,183.80        | 1,998.51        | 736.37                           | 825.28         |
|              | Ratio ...                              | ...                     | 1.02            | 1            | 1.59            | 1               | 1                                | 1.13           |

## APPENDIX 39—concl'd.

Statement showing the total working expenses on the principal railways in India during the year 1906 and the ratio between coaching and goods under gross receipts, total train-mileage and gross ton-mileage.

3' 3½" GAUGE LINES.

| Number.        | RAILWAY SYSTEM.<br>(Vide APPENDIX 38.)  | Total working expenses. | GROSS RECEIPTS. |              | TRAIN-MILES.   |                | TON-MILES INCLUDING DEAD WEIGHT. |                |
|----------------|---|-------------------------|-----------------|--------------|----------------|----------------|----------------------------------|----------------|
|                |   |                         | APPENDIX 18.    |              | APPENDIX 18.   |                | APPENDIX 18.                     |                |
|                |   |                         | Item No. 21.    | Item No. 69. | Item No. 22.   | Item No. 90.   | Item No. 73.                     | Item No. 109.  |
|                |   |                         | Coaching.       | Goods.       | Coaching.      | Goods.         | Coaching.                        | Goods.         |
|                |   | (In lakhs.)             | (In lakhs.)     | (In lakhs.)  | (In thousands) | (In thousands) | (In millions.)                   | (In millions.) |
| 11 (a)         | Assam-Bengal ...                        | 37.92                   | 16.96           | 22.41        | 618.76         | 977.19         | 114.46                           | 216.81         |
|                | Ratio ...                               | ...                     | 1               | 1.32         | 1              | 1.58           | 1                                | 1.89           |
| 12 (a) & (b).  | Bengal and North-Western ...            | 68.93                   | 64.08           | 78.27        | 2,624.79       | 2,363.23       | 495.29                           | 626.01         |
|                | Ratio ...                               | ...                     | 1               | 1.22         | 1.11           | 1              | 1                                | 1.26           |
| 14 (a) to (d). | Bhavnagar-Gondal-Junagad-Portbandar ... | 10.98                   | 11.83           | 9.00         | 372.04         | 236.44         | 59.30                            | 49.63          |
|                | Ratio ...                               | ...                     | 1.31            | 1            | 1.57           | 1              | 1.20                             | 1              |
| 15 (a)         | Burma ...                               | 98.70                   | 71.40           | 82.47        | 2,029.06       | 3,088.61       | 412.14                           | 689.15         |
|                | Ratio ...                               | ...                     | 1               | 1.16         | 1              | 1.52           | 1                                | 1.67           |
| 3 (b) and (c). | Eastern Bengal State ...                | 58.32                   | 41.26           | 56.80        | 1,335.29       | 1,299.64       | 261.16                           | 320.73         |
|                | Ratio ...                               | ...                     | 1               | 1.38         | 1.03           | 1              | 1                                | 1.69           |
| 8 (e)          | Hyderabad-Godavari Valley ...           | 16.11                   | 10.32           | 19.18        | 373.82         | 560.73         | 69.39                            | 111.85         |
|                | Ratio ...                               | ...                     | 1               | 1.86         | 1              | 1.60           | 1                                | 1.60           |
| 18 (a) to (e). | Jodhpur-Bikaner ...                     | 18.66                   | 14.66           | 26.12        | 568.89         | 731.89         | 103.90                           | 164.20         |
|                | Ratio ...                               | ...                     | 1               | 1.71         | 1              | 1.29           | 1                                | 1.58           |
| 2 (g) to (m).  | Rajputana-Malwa ...                     | 129.47                  | 97.14           | 175.70       | 8,709.67       | 4,261.48       | 657.91                           | 1,212.32       |
|                | Ratio ...                               | ...                     | 1               | 1.81         | 1              | 1.13           | 1                                | 1.84           |
| 20 (a) & (b).  | Rohilkund and Kumaon ...                | 12.57                   | 11.07           | 12.13        | 390.98         | 391.72         | 90.77                            | 84.24          |
|                | Ratio ...                               | ...                     | 1               | 1.10         | 1              | 1.03           | 1.08                             | 1              |
| 21 (a) to (j). | South Indian ...                        | 81.00                   | 79.41           | 62.67        | 2,393.50       | 2,274.63       | 412.84                           | 479.01         |
|                | Ratio ...                               | ...                     | 1.27            | 1            | 1.05           | 1              | 1                                | 1.16           |
| 22 (a) to (j). | Southern Mahratta ...                   | 74.12                   | 45.56           | 75.42        | 1,990.24       | 2,864.59       | 313.15                           | 692.55         |
|                | Ratio ...                               | ...                     | 1               | 1.86         | 1              | 1.44           | 1                                | 1.69           |

## APPENDIX 40.

### Memorandum by the Railway Board on the results of Indian Railway working 1906-1907 and proposals for 1907-1908, as published in the Financial Statement.

#### CAPITAL EXPENDITURE.

The capital expenditure during the year 1906-1907 will amount to Rs. 14,61,16,000 (£9,741,100) being nearly a crore in excess of the expenditure for the year 1905-1906.

2. The expenditure in 1905-1906 includes a sum of approximately 114½ lakhs advanced to the Delhi-Umballa-Kalka Railway Company for the construction of the Kalka-Simla railway, and adjusted against the head "48—State Railways, Construction" on purchase of the railway from the Company by Government. Excluding this special item, the increase over the expenditure in 1905-1906 will be nearly 2½ crores.

3. For the year 1907-1908 these figures have been greatly reduced. The estimate provides for spending a sum of 13½ crores (£9,000,000), a reduction of 10 per cent. on the provision of last year.

4. Under the head of lines already open, including the provision for additional rolling stock, the amount expended in 1906-1907 will be 919½ lakhs (£6,129,300), showing an advance of about 151 lakhs over the expenditure under the same head for the previous year. Under the same heads in 1907-1908 provision is made for 1,013½ lakhs (£6,755,000), an increase of about 10 per cent.

5. A comparison showing capital expenditure for 1907-1908 and the previous five years is contained in the following statement:—

|                                  | Lines already open, including additional rolling stock. | LINES UNDER CONSTRUCTION.  |                          | Total.   | Equivalent in sterling. |
|----------------------------------|---|----------------------------|--------------------------|----------|-------------------------|
|                                  |   | Started in previous years. | Started in current year. |          |                         |
|                                  | Lakhs.  | Lakhs.                     | Lakhs.                   | Lakhs.   | £                       |
| 1902-1903 (actual expenditure) . | 4,81.74   | 4,52.50                    | 71.52                    | 10,05.76 | 6,705,064               |
| 1903-1904 ( " " ) .              | 5,58.77   | 3,13.68                    | 84.62                    | 9,57.07  | 6,380,468               |
| 1904-1905 ( " " ) .              | 5,02.76   | 4,86.91                    | 88.62                    | 10,78.29 | 7,188,600               |
| 1905-1906 ( " " ) .              | 7,68.19   | 5,49.46                    | 32.26                    | 13,49.91 | 8,999,430               |
| 1906-1907 (latest grants) .      | 9,19.39   | 5,10.20                    | 31.57                    | 14,61.16 | 9,741,100               |
| 1907-1908 (proposed grants) .    | 10,13.24  | 3,36.76                    | ...                      | 13,50.00 | 9,000,000               |

6. The information showing in detail how the expenditure in 1906-1907 and 1907-1908 will be distributed is contained in statement A attached to this memorandum.

The programme for 1907-1908 as originally framed contemplated an outlay of Rs. 15 crores. Financial considerations, however, necessitated its reduction to Rs. 12 crores, for which figure it received Secretary of State's sanction. It was subsequently increased by Rs. 1½ crores and now stands at Rs. 13½ crores.

## APPENDIX 40—contd.

7. The mileage of lines of all gauges open to traffic on 1st April 1906 was 28,611 and under construction 2,534; on 1st April 1907 there will be 29,571 open and 2,535 under construction. At the end of the coming year there will be 1,703 miles under construction.

## RAILWAY REVENUE ACCOUNT.

8. The Railways of India, taken as a whole, have for a succession of years shown a balance to the credit of general revenues, after allowing for working expenses, interest on capital expended, charges for annuities in redemption of capital and miscellaneous railway expenditure. The following table shows the approximate figures for 1906-1907 compared with the actual results for the previous five years :—

[Figures in rupees, omitting 000.]

|                     | Gross receipts. | Working expenses. | Interest charges, etc. | Surplus of Revenue over expenditure. | Equivalent in sterling. |
|---------------------|-----------------|-------------------|------------------------|--------------------------------------|-------------------------|
|                     | R               | R                 | R                      | R                                    | £                       |
| <i>Actuals—</i>     |                 |                   |                        |                                      |                         |
| 1901-1902 . . . . . | 80,33,90        | 14,23,85          | 14,88,06               | 1,26,99                              | 846,600                 |
| 1902-1903 . . . . . | 30,20,08        | 14,74,08          | 15,11,66               | 34,34                                | 228,900                 |
| 1903-1904 . . . . . | 32,33,68        | 15,56,72          | 15,47,86               | 1,29,10                              | 860,700                 |
| 1904-1905 . . . . . | 36,03,37        | 16,94,32          | 15,93,23               | 3,15,82                              | 2,105,600               |
| 1905-1906 . . . . . | 36,89,12        | *16,95,16         | 16,93,67               | 3,00,29                              | 2,001,900               |
| <i>Estimate—</i>    |                 |                   |                        |                                      |                         |
| 1906-1907 . . . . . | 39,71,89        | 19,14,29          | 17,33,96               | 3,23,64                              | 2,157,800               |

\*Note—The figures to end of 1904-1905 include the companies' shares of surplus profits, now shown under interest charges, etc.

Compared with the results of the previous year the figures for 1906-1907 show an improvement of Rs. 23,35,000 (£155,900). The receipts are more by Rs. 2,82,77,000 (£1,885,200), the working expenses are higher by Rs. 2,19,13,000 (£1,460,900), while interest charges, etc., have increased by Rs. 40,29,000 (£268,400).

## GROSS RECEIPTS.

9. In 1905-1906 the gross receipts of railways showed a large improvement over those of the previous year consequent on the opening of new lines, development of passenger traffic on existing lines, and larger movements of food grains as a result of scarcity in Guzerat, Kathiawar, Central India and certain districts in the Madras and Bombay Presidencies. The improvement was general on all railways with the exception of the North Western railway, on which there was a falling-off of over 60 lakhs due mainly to short exports of wheat to Europe owing to the uncertainty as to the prospects of the wheat crops of 1906-1907.

10. In the current year while there has been a set-back in the earnings of the Great Indian Peninsula railway due to a falling-off in traffic in raw cotton, wheat and other grains, the earnings from other railways have continued to expand, notably under goods traffic of the East Indian railway, and in jute and grain traffic on the Eastern Bengal State railway, the latter being the result of scarcity in Eastern Bengal. The earnings of the Indian Midland railway also show a phenomenal increase due to large movements of food grains and other merchandise, while those of the North Western railway are expected to reach practically the same figures as were obtained in 1904-1905.

**APPENDIX 40—contd.****11. The more important increases are :—**

|                                 |     |     |     |     | Rs.       |
|---------------------------------|-----|-----|-----|-----|-----------|
| East Indian ...                 | ... | ... | ... | ... | 38,69,000 |
| Eastern Bengal State ...        | ... | ... | ... | ... | 40,01,000 |
| Indian Midland ...              | ... | ... | ... | ... | 24,22,000 |
| North Western ...               | ... | ... | ... | ... | 61,88,000 |
| The principal decrease being :— |     |     |     |     |           |
| Great Indian Peninsula ...      | ... | ... | ... | ... | 19,22,000 |

**WORKING EXPENSES.**

12. The increase in working expenses during the year 1906-07 is estimated to amount to Rs. 2,19,13,000 (£1,460,900). This increase to a large extent is due to increased traffic on certain lines of which the North-Western, Eastern Bengal States and Indian Midland railways are the most prominent examples.

These three lines will have earned more than a crore and a quarter of rupees (£833,300) in excess of their earnings during the previous year, and this increase in earnings necessitates increased working expenses.

13. That working expenses would tend to increase was indicated by the Railway Board in their memorandum of last year. The reasons that were given for their opinion apply now as when written a year ago.

14. Railways in India have now to run faster trains, provide better carriages, improve the conditions under which third class passengers are carried, introduce a more elaborate system of signalling, and generally conduct their business under more up-to-date methods than were in use in the past.

15. Some of these improvements will lead to increased revenue. Some will not, but have to be provided to meet the public demands.

16. The cost of many of these improvements being in the nature of renewals has to fall to a considerable extent on revenue.

17. During the period this raising of the standard is being carried out working expenses must rise, though in the end, under some items, more economical working should be secured.

18. To enable railways to carry the heavy traffic offering the permanent-way has to be improved and girders strengthened. Most lines now when making branches wish to use their light main line rails in these branches and renew the main line with heavier rails.

19. This is a sound business arrangement, but carrying out the policy indicated means that revenue has to renew before the rail itself is nearly worn out. The result is increased debits to revenue for a time, causing increased working expenses. The Board hope that a practical solution may be found to meet this difficulty, so that working expenses may be steadied and not liable to unnecessary fluctuations.

**NEW LINES TO BE CONSTRUCTED.**

20. Owing to the reduction in the programme, the heavy demands on account of open lines, and the large mileage of lines at present under construction, no expenditure on new lines is proposed during the year 1907-08.

**OPEN LINE REQUIREMENTS.**

21. The total amount allotted during 1907-1908 to open lines, *viz.*, 10,18½ lakhs (£6,755,000) out of a total for the year of 13,50 lakhs (£9,000,000), has been divided between general open line requirements and additional rolling-stock requirements approximately as follows :—

|           |   |                        |     |     | Lakhs. |
|-----------|---|------------------------|-----|-----|--------|
|           |   |                        |     |     | Rs.    |
| 1907-1908 | { | Open line requirements | ... | ... | 445½   |
|           |   | Rolling-stock          | ... | ... | 568    |

**APPENDIX 40—contd.**

This shows a decrease of 64 lakhs under open line requirements and an increase of 186 lakhs under rolling-stock, in comparison with the provision made under these heads in 1906-1907, the figures for which were as follows:—

|           |                          |     |     | Lakhs. |
|-----------|--------------------------|-----|-----|--------|
| 1906-1907 | { Open line requirements | ... | ... | 509    |
|           | { Rolling-stock          | ... | ... | 382    |

**ROLLING-STOCK.**

22. In their memorandum on the Budget last year, the Railway Board definitely stated that the then standard of equipment of Indian Railways in the matter of rolling-stock was below the requirements. Acting on this opinion they made the very large provision of 382 lakhs, to be spent for rolling-stock during the year 1906-1907, and this money has all been spent. The sum of 382 lakhs represents in sterling about  $2\frac{1}{2}$  million pounds and was  $\frac{1}{4}$  of a million pounds sterling more than the allotment provided for 1905-1906.

23. For the ensuing year 1907-1908, they have made a provision of 568 lakhs or about  $3\frac{3}{4}$  million sterling for rolling-stock, which provision has met in full the demands of all railways for grants for rolling-stock for that year.

This increased provision of rolling-stock, coupled as it is with the necessity for providing additional sums for open line works, to enable the increased stock to be worked efficiently, has exhausted the funds at the Board's disposal, with the result that no new lines can be put in hand, until next year at the earliest.

24. The Railway Board are as fully aware, as the public are, of the urgent necessity for more rolling-stock, and have consistently done as much as they were able, with the funds placed at their disposal.

**COMMUNICATION BETWEEN PASSENGERS AND GUARD OF A TRAIN.**

25. The provision of an effective means of communication between passengers and the guard being a matter that seriously affects the safety of the travelling public, orders were issued by the Railway Board for the adoption on all railways in India of the type of communication now in general use in England. The North Western, Oudh and Rohilkund and Eastern Bengal State railways were instructed to at once provide this means of communication on new and rebuilt stock, and to fit the communication to the existing stock of all classes as rapidly as possible. The work of fitting the existing carriages of companies' railways is, with certain exceptions, required to be completed within two years from the date of the order.

**GENERAL.**

26. In order to encourage imports into tracts suffering from fodder famine the administration of the North Western railway was instructed to help the movement of *ghusa* from the Punjab, and specially from the canal colonies by quoting low rates. Rates were accordingly reduced by them, and the Oudh and Rohilkund, East Indian, Bombay, Baroda and Central India, Jodhpur-Bikaner and Gwalior Light railways followed suit. These reductions resulted in great benefit to the famine-stricken tracts.

27. Attention is invited to statements B and C attached to this memorandum which contain information of interest.

## APPENDIX 40—contd.

## STATEMENT A.

*Statement of anticipated capital expenditure on railways, open and under construction, for the year 1907-1908.*

(Figures in lakhs and decimals of lakhs.)

| No.  | RAILWAY.   | Grants allotted for 1906-1907. | Distribution grants during 1907-1908. |
|--|--|--------------------------------|---------------------------------------|
| A.—OPEN LINES.                                     |  | R                              | R                                     |
| I. (i)—STATE, BY STATE AGENCY.                     |  |                                |                                       |
| 1  | Eastern Bengal—Main line . . . . .                   | 58.13                          | 91.79                                 |
| 2  | Murshidabad Branch . . . . .                         |                                |                                       |
| 3  | Kaunia-Bonarpara . . . . .                           |                                |                                       |
| 4  | Jodhpur-Hyderabad (British section) . . . . .        | 0.14                           | —0.18                                 |
| 5  | North Western—Main line . . . . .                    | 184.16                         | 159.27                                |
| 6  | Jech-Doab (Southern section) . . . . .               | 7.09                           | 1.18                                  |
| 7  | Kalka-Simla . . . . .                                | 45.94                          | 5.07                                  |
| 8  | Rohri-Samasata, doubling . . . . .                   | 39.34                          | 13.65                                 |
| 9  | Shahdara-Sangla . . . . .                            | 8.01                           | 2.65                                  |
| 10   | Oudh and Rohilkhand—Main line . . . . .              | 26.04                          | 32.08                                 |
| 11   | Allahabad-Jaunpur . . . . .                          | 4.50                           | 1.66                                  |
| 12   | Warora Colliery . . . . .                            | —1.68                          | ...                                   |
| 13   | Reserve . . . . .                                    | ...                            | 163.42                                |
| Total Open lines, State, by State Agency . . . . . |  | 374.44                         | 470.59                                |
| 1. (ii)—STATE, BY AGENCY OF COMPANIES.             |  |                                |                                       |
| 14   | Assam-Bengal . . . . .                               | 25.15                          | 25.04                                 |
| 15   | Bengal and North-Western—Tirhoot . . . . .           | 22.25                          | 16.96                                 |
| 16   | Sakri-Jainagar . . . . .                             |                                |                                       |
| 17   | Bombay, Baroda and Central India—Main line . . . . . | 15.39                          | 15.03                                 |
| 18   | Palanpur-Deesa . . . . .                             | 0.02                           | ...                                   |
| 19   | Rajputana-Malwa . . . . .                            | 35.41                          | 27.23                                 |
| 20   | Rewari-Phulera . . . . .                             | 3.60                           | 0.24                                  |
| 21   | East Indian—Main line . . . . .                      | 160.10                         | 102.45                                |
| 22   | Agra Junction-Belinganj . . . . .                    | 10.00                          | 8.01                                  |
| 23   | Great Indian Peninsula—Main line . . . . .           | 49.54                          | 94.18                                 |
| 24   | Agra-Delhi chord . . . . .                           | 4.64                           | 2.25                                  |
| 25   | Bhopal-Itarsi (British section) . . . . .            | 0.91                           | 1.70                                  |
| 26   | Madras—Nilgiri . . . . .                             | 0.53                           | 1.20                                  |
| 27   | North-East line . . . . .                            | 6.80                           | 14.52                                 |
| 28   | Nizam's Guaranteed State—Bezwada extension . . . . . | 0.03                           | 0.03                                  |
| Carried over . . . . .                             |  | 334.37                         | 305.40                                |

## APPENDIX 40—contd.

## Capital Expenditure on Railways, 1907-1908—contd.

(Figures in lakhs and decimals of lakhs.)

| No. | RAILWAY.   | Grants allotted for 1906-07. | Distribution of grants during 1907-08. |
|-----|--|------------------------------|--|
|     |  | Rs.                          | Rs.                                    |
|     | Brought forward  | 334.37                       | 305.40                                 |
|     | <b>A.—OPEN LINES—concl'd.</b>  |                              |  |
|     | <b>I. (ii)—STATE, BY AGENCY OF COMPANIES—concl'd.</b>                      |                              |  |
|     | <b>South Indian—</b>   |                              |  |
| 29  | Main line . . . . .  | 27.00                        | 23.25                                  |
| 30  | Travancore branch (Native State section) . . . . .                         | 0.03                         | 0.20                                   |
| 31  | „ „ (British section) . . . . .  | 0.20                         | 0.20                                   |
|     | <b>Southern Mahratta—</b>  |                              |  |
| 32  | Guntakal-Mysore Frontier . . . . .   | 0.05                         | 0.10                                   |
|     | <b>Total Open Lines, State, by Agency of Companies</b>                     | <b>361.65</b>                | <b>334.15</b>                          |
|     | <b>II.—FROM CAPITAL OF OLD GUARANTEED COMPANIES.</b>                       |                              |  |
|     | <b>Madras—</b>   |                              |  |
| 33  | Main line . . . . .  | 22.02                        | 26.70                                  |
| 34  | Calicut-Azhikal . . . . .  | 12                           | 0.40                                   |
| 35  | Bombay, Baroda and Central India . . . . .                                 | 11                           | ...                                    |
|     | <b>Total Open Lines, Old Guaranteed Companies</b>                          | <b>23.15</b>                 | <b>27.10</b>                           |
|     | <b>III.—FROM CAPITAL OF COMPANIES OTHER THAN OLD GUARANTEED COMPANIES.</b> |                              |  |
|     | <b>Bengal-Nagpur—</b>  |                              |  |
| 36  | Main line . . . . .  | 80.91                        | 9.71                                   |
| 37  | Midnapur-Jherriah . . . . .  |                              | 90.18                                  |
| 38  | Satpura (Jubbulpur-Gondia) . . . . .                                       |                              |  |
| 39  | Sini-Midnapur-Cuttack-Calcutta . . . . .                                   |                              |  |
|     | <b>Burma—</b>  |                              |  |
| 40  | Main line. . . . .   | 45.02                        | 42.60                                  |
|     | <b>Great Indian Peninsula—</b>   |                              |  |
| 41  | Indian Midland . . . . .   | 12.44                        | 24.91                                  |
|     | <b>Rohilkund and Kumaon—</b>   |                              |  |
| 42  | Lucknow-Bareilly . . . . .   | 2.18                         | 4.55                                   |
|     | <b>Southern Mahratta—</b>  |                              |  |
| 43  | Main line . . . . .  | 7.74                         | 9.15                                   |
| 44  | Mysore Section. . . . .  | 3.82                         | ...                                    |
|     | <b>Total Open Lines, other Companies</b>                                   | <b>160.11</b>                | <b>181.10</b>                          |
|     | <b>IV.—FROM CAPITAL OF BRANCH LINE COMPANIES WITH FIRM GUARANTEE.</b>      |                              |  |
| 45  | Hardwar-Dehra . . . . .  | 0.04                         | 0.30                                   |
|     | <b>Total Open Lines, Branch Line Companies</b>                             | <b>0.04</b>                  | <b>0.30</b>                            |

## APPENDIX 40—contd.

## Capital Expenditure on Railways, 1907-1908—contd.

(Figures in lakhs and decimals of lakhs.)

| No.   | RAILWAY.  | Length. | Amount of estimate or approximate cost. | Outlay to end of 1905-1906. | Grants allotted during 1906-1907. | Distribution of grants during 1907-1908. |
|---|---|---------|---|-----------------------------|-----------------------------------|--|
|   |   | Milos.  | Rs.                                     | Rs.                         | Rs.                               | Rs.                                      |
| <b>B.—CONSTRUCTION OF LINES.</b>              |   |         |   |                             |                                   |  |
| <b>I. (i)—STATE, BY STATE AGENCY.</b>         |   |         |   |                             |                                   |  |
| <i>Lines in Progress.</i>                     |   |         |   |                             |                                   |  |
| 46  | Coonoor-Ootacamund . . . . .  | 12      | 24.40                                   | 9.67                        | 6.58                              | 4.50                                     |
| 47  | Eastern Bengal—<br>Forbesganj-Nepal Frontier . . . . .                    | 6.5     | 2.22                                    | 0.65                        | 1.07                              | 0.17                                     |
| 48  | Golukganj-Gauhati . . . . .   | 151     | 92.26                                   | 54.81                       | 29.40                             | 20.02                                    |
| 49  | Katihar-Godagari . . . . .  | 105     | 101.86                                  | 38.60                       | 35.50                             | 18.00                                    |
| 50  | Nagda-Muttra—<br>Main line . . . . .                                      | 344     | 298.11                                  | 82.99                       | 137.00                            | 67.00                                    |
| 51  | Baran-Kotah . . . . .   | 40      | 37.59                                   | 1.07                        | 19.00                             | 13.00                                    |
| 52  | North-Western—<br>Khushalgarh-Kohat conversion and Indus Bridge . . . . . | 34      | 31.92                                   | 11.16                       | 11.19                             | 5.32                                     |
| 53  | Kohat-Thal conversion . . . . .   | 57      | 30.32                                   | }                           | 4.42                              | 2.00                                     |
| 54  | Thal-Parachinar . . . . .   | 59.6    | 85.22                                   |                             |                                   |  |
| 55  | Lodhran-Khanewal . . . . .  | 56      | 45.15                                   | ...                         | 7.80                              | 15.72                                    |
| 56  | Loi-Shilman . . . . .   | 38      | 100.00                                  | 8.70                        | 21.79                             | 6.00                                     |
| 57  | Shorkot Road-Chichoki . . . . .   | 131     | 81.34                                   | ...                         | 4.45                              | 17.28                                    |
| 58  | Quetta-Nushki . . . . .   | 83      | 90.06                                   | 85.12                       | 2.46                              | ...                                      |
| <b>TOTAL</b>                                  |   | ...     | 10,24.45                                | 289.57                      | 280.66                            | 169.01                                   |
| <b>I. (ii)—STATE, BY AGENCY OF COMPANIES.</b> |   |         |   |                             |                                   |  |
| <i>Lines in Progress.</i>                     |   |         |   |                             |                                   |  |
| 59  | Assam Bengal—<br>Akhaury-Bhairab Bazar . . . . .                          | 19      | 14.30                                   | 1.79                        | 1.84                              | 4.05                                     |
| 60  | Kalaura-Khooscara . . . . .   | 16      | 7.80                                    | ...                         | 0.29                              | 4.09                                     |
| 61  | Bengal and North-Western—<br>Tirhoot extensions . . . . .                 | 209     | 117.43                                  | 92.96                       | 23.50                             | 10.38                                    |
| 62  | Burma—<br>Dagu Loop . . . . .   | 66      | 40.05                                   | ...                         | 52.82                             | 9.00                                     |
| 63  | Henzada-Kyangin . . . . .   | 66      | 54.59                                   | 18.64                       |                                   |  |
| 64  | Pegu-Moulmein . . . . .   | 122     | 112.88                                  | 65.65                       |                                   |  |
| 65  | East Indian—<br>Bhagalpur-Bausi . . . . .                                 | 31      | 23.31                                   | 1.87                        | 3.00                              | 37.73                                    |
| 66  | Gya-Hariharpur . . . . .  | 100     | 144.69                                  | 192.16                      | 15.00                             |  |
| 67  | Hariharpur-Barakar . . . . .  | 48      | 74.54                                   |                             | 6.00                              |  |
| 68  | Hooghly-Katwa . . . . .   | 65      | 58.46                                   | 1.45                        | 5.00                              |  |
| 69  | Khurja-Ilapur . . . . .   | 39      | 25.98                                   | 13.19                       | 14.00                             |  |
| 70  | Katwa-Barharwa . . . . .  | 103     | 86.87                                   | ...                         | 0.70                              |  |
| 71  | Ondal-Sainthia . . . . .  | 45      | 43.55                                   | 37.15                       | 6.20                              |  |
| 72  | Great Indian Peninsula—<br>Harbour Branch . . . . .                       | 8       | 45.61                                   | 6.98                        | 8.67                              | 9.77                                     |
| 73  | Warora-Bellarapur . . . . .   | 38      | 31.94                                   | 16.07                       | 14.13                             | 1.50                                     |
| <b>Carried over</b>                           |   | ...     | 881.50                                  | 447.91                      | 151.15                            | 101.02                                   |

## APPENDIX 40—contd.

## Capital Expenditure on railways, 1907-1908—contd.

(Figures in lakhs and decimals of lakhs.)

| No. | Railway.  | Length. | Amount of estimate or approximate cost. | Outlay to end of 1906-1907. | Grants allotted during 1906-1907. | Distribution of grants during 1907-1908. |
|-----|---|---------|---|-----------------------------|-----------------------------------|--|
|     |   | Miles.  | Rs.                                     | Rs.                         | Rs.                               | Rs.                                      |
|     | Brought forward   |         | 881.50                                  | 447.91                      | 151.15                            | 101.02                                   |
|     | B.—CONSTRUCTION OF LINES—concl'd.                                   |         |   |                             |                                   |  |
|     | I. (ii)—STATE, BY AGENCY OF COMPANIES—concl'd.                      |         |   |                             |                                   |  |
|     | Lines in Progress—concl'd.  |         |   |                             |                                   |  |
|     | Madras—   |         |   |                             |                                   |  |
| 74  | Azhikal-Mangalore . . . . .   | 77      | 129.05                                  | 106.21                      | 20.30                             | 3.49                                     |
|     | Southern Mahratta—  |         |   |                             |                                   |  |
| 75  | Dhone-Kurnool (section of Hyderabad-Guntakal, No. 58) . . . . .     | 32      | 11.32                                   | ...                         | 1.00                              | 4.00                                     |
|     | South Indian—   |         |   |                             |                                   |  |
| 76  | Rameswaram Extension . . . . .                                      | 12      | 35.19                                   | 4.00                        | .91                               | ...                                      |
|     | TOTAL   | ...     | 10,57.06                                | 559.02                      | 173.36                            | 108.51                                   |
|     | II.—FROM CAPITAL OF OLD GUARANTEED COMPANIES.                       | ...     | ...                                     | ...                         | ...                               | ...                                      |
|     | III.—FROM CAPITAL OF COMPANIES OTHER THAN OLD GUARANTEED COMPANIES. |         |   |                             |                                   |  |
|     | Lines in Progress.  |         |   |                             |                                   |  |
|     | Bengal-Nagpur—  |         |   |                             |                                   |  |
| 77  | Gondia-Chanda . . . . .   | 223     | 109.39                                  | 3.33                        | 41.61                             | 25.50                                    |
| 78  | Kampti-Ramtek . . . . .   | 17      | 7.42                                    | ...                         | 4.37                              | 1.74                                     |
| 79  | Nainpur-Mandla . . . . .  | 32      | 11.55                                   | ...                         | 1.17                              | 5.00                                     |
| 80  | Pench Valley . . . . .  | 29      | 16.53                                   | 8.93                        | 2.30                              | 0.50                                     |
| 81  | Purulia-Ranchi . . . . .  | 72      | 39.83                                   | 2.66                        | 21.43                             | 10.50                                    |
| 82  | Raipur-Vizianagram . . . . .  | 311     | 250.42                                  | ...                         | 7.37                              | 10.00                                    |
|     | TOTAL   | ...     | 435.14                                  | 14.92                       | 78.25                             | 53.24                                    |
|     | IV.—FROM CAPITAL OF BRANCH LINE COMPANIES WITH FIRM GUARANTEE.      |         |   |                             |                                   |  |
|     | V.—FROM CAPITAL OF LOCAL BOARDS.                                    |         |   |                             |                                   |  |
|     | Lines in Progress.  |         |   |                             |                                   |  |
| 83  | Borwada-Masulipatam . . . . .                                       | 50      | 22.93                                   | 4.00                        | 9.50                              | 6.00                                     |
|     | TOTAL   | ...     | ...                                     | ...                         | 14,61.16                          | 13,50.00                                 |

## APPENDIX 40—contd.

## Capital Expenditure on railways, 1907-1908—concl'd.

(Figures in lakhs and decimals of lakhs.)

| No.   | Railway.                           | Distribution of grants for 1907-1908. |          |
|---|------------------------------------|---------------------------------------|----------|
| <b>ABSTRACT BY OPEN LINES AND CONSTRUCTION.</b>                     |                                    | Rs.                                   | Rs.      |
|   |                                    |                                       |          |
| <b>A.—CAPITAL FOR OPEN LINES.</b>                                   |                                    |                                       |          |
| I. (i) State, by State agency . . . . .                             |                                    | 470.59                                |          |
| I. (ii) State, by agency of Companies . . . . .                     |                                    | 334.15                                |          |
| II. Old Guaranteed Companies . . . . .                              |                                    | 27.10                                 |          |
| III. Other Companies . . . . .                                      |                                    | 181.10                                |          |
| IV. Branch Line Companies . . . . .                                 |                                    | 0.30                                  |          |
| <b>TOTAL OPEN LINES</b>   |                                    |                                       | 10,13.24 |
| <b>B.—CAPITAL FOR LINES IN PROGRESS AND NEW LINES.</b>              |                                    |                                       |          |
| I. (i) State, by State Agency . . . . .                             |                                    | 109.01                                |          |
| I. (ii) State, by agency of Companies . . . . .                     |                                    | 108.61                                |          |
| II. Old Guaranteed Companies . . . . .                              |                                    | ...                                   |          |
| III. Other Companies . . . . .                                      |                                    | 53.24                                 |          |
| IV. Branch Line Companies . . . . .                                 |                                    | ...                                   |          |
| V. Local Boards . . . . .   |                                    | 6.00                                  |          |
| <b>TOTAL LINES IN PROGRESS AND NEW LINES</b>                        |                                    |                                       | 336.76   |
| <b>GRAND TOTAL</b>  |                                    |                                       | 13,50.00 |
| <b>ABSTRACT SHOWING DISTRIBUTION BY FUNDS.</b>                      |                                    |                                       |          |
| I.—From Imperial Funds.   | (i) State, by State agency         | (a) Open Lines . . . . .              | 470.59   |
|   |                                    | (b) Construction . . . . .            | 169.01   |
|   |                                    | <b>Total (i)</b>                      | 639.60   |
|   | (ii) State, by agency of Companies | (a) Open Lines . . . . .              | 334.15   |
|   |                                    | (b) Construction . . . . .            | 108.61   |
|   |                                    | <b>Total (ii)</b>                     | 442.66   |
| <b>TOTAL I</b>  |                                    |                                       | 10,82.26 |
| II.—From Capital of old Guaranteed Companies.                       | (a) Open Lines . . . . .           | 27.10                                 |          |
|   | (b) Construction . . . . .         | ...                                   |          |
| <b>TOTAL II</b>   |                                    |                                       | 27.10    |
| III.—From Capital of Companies other than old Guaranteed Companies. | (a) Open Lines . . . . .           | 181.10                                |          |
|   | (b) Construction . . . . .         | 53.24                                 |          |
| <b>TOTAL III</b>  |                                    |                                       | 234.34   |
| IV.—From Capital of Branch Line Companies with firm Guarantee.      | (a) Open Lines . . . . .           | 0.30                                  |          |
|   | (b) Construction . . . . .         | ...                                   |          |
| <b>TOTAL IV</b>   |                                    |                                       | 0.30     |
| V.—From Capital of Local Boards . . . . .                           | (a) Open Lines . . . . .           | ...                                   |          |
|   | (b) Construction . . . . .         | 6.00                                  |          |
| <b>TOTAL V</b>  |                                    |                                       | 6.00     |
| <b>TOTAL I TO V</b>   | (a) Open Lines . . . . .           | 10,13.24                              |          |
|   | (b) Construction . . . . .         | 336.76                                |          |
| <b>GRAND TOTAL</b>  |                                    | 13,50.00                              | 13,50.00 |

## APPENDIX 40—contd.

## STATEMENT B.

Statement showing proposed lines which are under negotiation for construction by private Companies.

| No. | NAME OF RAILWAY.  | Length. | Estimated cost. |
|-----|---|---------|-----------------|
|     | <i>Bombay—</i>  | Miles.  | Rs.             |
| 1   | Dholka-Dhandhuka-Ranpur . . .   | 58      | Not stated.     |
| 2   | Idar Road to Bramhakhed . . .   | 32      | Do.             |
| 3   | Mirpur Khas-Jhudo . . .   | 46      | (a)             |
|     | <i>Bombay and Hyderabad (Nizam's)—</i>  |         |                 |
| 4   | Tadwale to Latur . . .  | 37      | Not stated.     |
|     | <i>Eastern Bengal and Assam—</i>  |         |                 |
| 5   | Mymensingh <i>via</i> Netrokona to Bara-Ari, with branch from Shambhuganj to Gauripur . . . | 36      | 22,16,000       |
| 6   | Singhjani <i>via</i> Sherpur to Nalatabari . . .  | 25      | 12,39,000       |
| 7   | Sirajganj-Ullapara . . .  | 18      | 11,00,000       |
|     | <i>Madras—</i>  |         |                 |
| 8   | Tinnevely-Tiruchendur . . .   | 38      | 20,52,000       |
|     | <i>Punjab—</i>  |         |                 |
| 9   | Rawalpindi-Murree, with extensions to Kuldana and Gharial . . .                             | 40      | 36,89,000       |
|     | <i>Punjab and Rajputana—</i>  |         |                 |
| 10  | Borawar-Hissar . . .  | 186     | 33,07,790       |

(a) £55,000 (or Rs. 8,25,000 at Rs. 15=£1) is proposed to be raised for the construction of this line.

## APPENDIX 40—contd.

## STATEMENT C.

## Memorandum on the Construction of Railways.

Open lines on 1st April 1906.

|   | Miles.       | Miles.   |  | Miles. | Miles. |
|---|--------------|----------|--|--------|--------|
| (i) Eastern Bengal  | 497-05       | 4,931-85 |  |        |        |
| (ii) North Western  | (a) 8,268-85 | 4,931-85 |  |        |        |
| (iii) Oudh and Rohilkhand   | (b) 1,166-05 |          |  |        |        |
| (iv) Agra-Delhi Chord (c)   | 125-81       |          |  |        |        |
| (v) Bengal-Nagpur   | 3,889-78     |          |  |        |        |
| (vi) Bezwada Extension (d)  | 20-94        |          |  |        |        |
| (vii) Bhopal-Itarsi (British section) (e)   | 13-11        |          |  |        |        |
| (viii) Bombay, Baroda and Central India   | (f) 504-35   | 7,383-02 |  |        |        |
| (ix) East Indian  | 1,999-79     |          |  |        |        |
| (x) Godhra-Rotlam-Nagda (f)   | 141-14       |          |  |        |        |
| (xi) Great Indian Peninsula   | 1,681-63     |          |  |        |        |
| (xii) Indian Midland (c)  | 809-66       |          |  |        |        |
| (xiii) Madras (North-East line) (g)   | (h) 497-10   |          |  |        |        |
| (xiv) Madras  | 904-01       |          |  |        |        |
| (xv) Hardwar-Delhi (i)  | 32-04        |          |  |        |        |
| (xvi) South Bihar (j)   | 78-78        |          |  |        |        |
| (xvii) Southern Punjab (k)  | 425-33       |          |  |        |        |
| (xviii) Southern Punjab (Ludhiana) Extension (k)  | 164-50       | 814-07   |  |        |        |
| (xix) Tapli Valley (f)  | 165-48       |          |  |        |        |
| (xx) A. Delhi-Umballa-Kalka (j)   | ...          | 162-26   |  |        |        |
| (xxi) B. Torkesaur (j)  | ...          | 22-23    |  |        |        |
| (xxii) Bhopal-Itarsi (Native State section) (e)   | 44-23        |          |  |        |        |
| (xxiii) Bhopal-Ujjain (e)   | 113-27       |          |  |        |        |
| (xxiv) Bina-Goonah-Baran (e)  | 145-63       |          |  |        |        |
| (xxv) Kolar-Gold Fields (g)   | 9-98         |          |  |        |        |
| (xxvi) Nagda-Ujjain (f)   | 34-32        | 711-33   |  |        |        |
| (xxvii) Nizam's Guaranteed State  | 330-14       |          |  |        |        |
| (xxviii) Petlad-Cambay (Anand-Tarapur section) (f)  | 21-50        |          |  |        |        |
| (xxix) Petlad-Cambay (Tarapur-Cambay section) (f)   | 12-31        |          |  |        |        |
| (xxx) Jamnagar and Keshavnagar (Native State section) (k)   | 15-94        |          |  |        |        |
| (xxxi) Ludhiana-Dhuri-Jalandhar (k)   | 79-88        | 201-69   |  |        |        |
| (xxxii) Rajpura-Bhatinda (k)  | 107-06       |          |  |        |        |
| (xxxiii) Cawnpore-Burhwal (Metre gauge link) (l)  | 79-00        |          |  |        |        |
| (xxxiv) Eastern Bengal—   |              |          |  |        |        |
| (xxxv) Behar, Kumaon-Dhubri and Northern sections   |              | 852-33   |  |        |        |
| (xxxvi) (including the British section of the Santalpur extension and the Ranaghat-Krishnagar and Tera-Kariganj branches) | 688-80       |          |  |        |        |
| (xxxvii) Dacca section  | 85-91        |          |  |        |        |
| (xxxviii) Assam-Bongal  | 775-28       |          |  |        |        |
| (xxxix) Bellary-Raydrug (m)   | 33-35        |          |  |        |        |
| (xl) Burma  | 1,346-16     |          |  |        |        |
| (xli) Guntakal-Mysore frontier (m)  | 119-59       |          |  |        |        |
| (xlii) Hospet-Kottur (m)  | 43-06        |          |  |        |        |
| (xliii) Jodhpur-Hyderabad (British section) (n)   | 123-98       |          |  |        |        |
| (xliv) Lucknow-Bareilly (o)   | 237-44       |          |  |        |        |
| (xlv) Mysore section (Southern Mahratta) (m)  | 296-22       | 7,614-09 |  |        |        |
| (xlvi) Nilgiri (e)  | 18-48        |          |  |        |        |
| (xlvii) Palampur-Deesa (f)  | 17-28        |          |  |        |        |
| (xlviii) Rajputana-Malwa (f)  | (p) 1,792-34 |          |  |        |        |
| (xlix) South Indian   | 1,123-05     |          |  |        |        |
| (l) Southern Mahratta   | 1,047-04     |          |  |        |        |
| (li) Tinnevely-Quilon (Travancore) (British section) (q)  | 84-44        |          |  |        |        |
| (lii) Tirhoot (r)   | 613-20       |          |  |        |        |
| (liii) Tanjore District Board (q)   | ...          | 90-40    |  |        |        |
| (liiv) Ahmedabad-Dholka (f)   | 38-60        |          |  |        |        |
| (lii) Ahmedabad-Parangul (f)  | 54-70        | 138-98   |  |        |        |
| (lii) Ahmednagar-Jamnagar-Jagannathgani (n)   | 50-60        |          |  |        |        |
| (lii) A. Rohilkhand and Kumaon  | ...          | 100-02   |  |        |        |
| (lii) B. Dibru-Sadiya   | ...          | 77-50    |  |        |        |
| (lii) C. Bengal-Dooars  | ...          | 58-40    |  |        |        |
| (lii) D. Bengal and North-Western   | 923-86       |          |  |        |        |
| (lii) Bengal-Bocary Extension   | 116-66       | 1,045-21 |  |        |        |
| (lii) Dooargur  | 4-79         |          |  |        |        |
| (lii) Ledo and Tikah-Margherita (r)   | ...          | 8-50     |  |        |        |
| (lii) Bhavnagar-Gondal-Jannagad-Forbandar   | (u) 334-19   |          |  |        |        |
| (lii) Bhikhar   | 245-35       |          |  |        |        |
| (lii) Bhavnagar (v)   | 20-98        |          |  |        |        |
| (lii) A. Jamnagar (v)   | (w) 84-22    | 1,320-03 |  |        |        |
| (lii) Jetalpur-Rajkot (e)   | 40-21        |          |  |        |        |
| (lii) Jodhpur   | 463-80       |          |  |        |        |
| (lii) Morvi   | (x) 94-64    |          |  |        |        |
| (lii) Udaipur-Chitaur   | 67-30        |          |  |        |        |
| (lii) Bhur-Shikhar (m)  | 37-92        |          |  |        |        |
| (lii) Gachwar's Mehsana (f)   | 92-63        |          |  |        |        |
| (lii) Himatpur (Yevantpur-Mysore frontier) (m)  | 51-35        |          |  |        |        |
| (lii) Hyderabad-Godavari Valley (d)   | 391-13       |          |  |        |        |
| (lii) Jalpat (f)  | 33-18        |          |  |        |        |
| (lii) B. Kullapur (m)   | 29-27        | 814-93   |  |        |        |
| (lii) Mysore-Nanjangad (m)  | 15-20        |          |  |        |        |
| (lii) Shoranur-Cochin (g)   | 64-75        |          |  |        |        |
| (lii) Tinnevely-Quilon (Travancore) (Native State section) (q)  | 87-98        |          |  |        |        |
| (lii) Vijapur-Kalmi-Kadi (f)  | 41-37        |          |  |        |        |
| (lii) Karakkal-Paralam (q)  | 14-05        |          |  |        |        |
| (lii) Pondicherry (q)   | 7-85         | 73-80    |  |        |        |
| (lii) West of India Portuguese (m)  | 61-10        |          |  |        |        |
| (lii) Dandot Light (2' 6") (1)  | 6-18         |          |  |        |        |
| (lii) Dandot Light (2' 6") (2)  | 39-25        |          |  |        |        |
| (lii) Khushalnagar-Kohat-Thal (2' 6") (k)   | 91-73        | 168-41   |  |        |        |
| (lii) Nowshera-Dargal (2' 6") (k)   | 40-25        |          |  |        |        |
| (lii) Jubbulpore-Gondal Extension (2' 6") (q)   | 245-05       |          |  |        |        |
| (lii) Kalka-Simla (2' 6")   | 89-44        |          |  |        |        |
| (lii) Measur-Dhruvapur (2' 6") (g)  | 18-14        | 404-25   |  |        |        |
| (lii) Balpur-Dhantari (2' 6") (g)   | 69-31        |          |  |        |        |
| (lii) Tirupattur-Krishnagiri (3' 6") (g)  | 25-38        |          |  |        |        |
| (lii) A. Darjeeling-Himalayan (2' 6")   | 61-00        |          |  |        |        |
| (lii) Thakot-Duyinrak (2' 6")   | 7-76         | 58-78    |  |        |        |
| (lii) Baraot-Basraht Light (2' 6")  | 24-00        |          |  |        |        |
| (lii) Buktinpur-Belut Light (2' 6")   | 19-50        |          |  |        |        |
| (lii) B. Howrah-Anta Light (2' 6")  | 37-19        | 121-60   |  |        |        |
| (lii) Howrah-Shekhara Light (2' 6")   | 19-75        |          |  |        |        |
| (lii) Tezpur-Bahapara Light (2' 6")   | 20-10        |          |  |        |        |
| (lii) C. Darsa Light (2' 6")  | 27-83        | 67-43    |  |        |        |
| (lii) Powayan Light (2' 6") (a)   | 39-50        |          |  |        |        |
| (lii) Tarakeswar-Mugra Light (2' 6")  | ...          | 33-27    |  |        |        |
| (lii) A. Cutch (2' 6")  | ...          | 11-96    |  |        |        |
| (lii) Gachwar's Dubhol (2' 6") (f)  | 64-49        |          |  |        |        |
| (lii) Gwalior Light (2' 6") (e)   | 183-83       |          |  |        |        |
| (lii) B. Mourbhani (2' 6") (g)  | 32-41        | 373-48   |  |        |        |
| (lii) Parikmetil Light (2' 6") (g)  | 24-02        |          |  |        |        |
| (lii) Ruppla (2' 6") (f)  | 37-37        |          |  |        |        |
| (lii) C. Cochin Behar (3' 6") (a)   | ...          | 33-60    |  |        |        |

- (e) Includes 5-63 miles of military line not used for public traffic and 26-23 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Bhatinda and Kot Kapura, worked over by the North Western State and Rajputana-Malwa railways.
- (f) Includes 10-79 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Burhwal and Bara Banki, 0-59 mile on the Cawnpore Bridge and 1-81 mile of 3' 3 1/2" gauge line between the Oudh and Rohilkhand State Railway Cantonment and the Bengal and North-Western Railway City stations at Bonara.
- (g) Worked by the Great Indian Peninsula Railway Company.
- (h) Worked by the Hukhwaht the Nizam's Guaranteed State Railways Company.
- (i) Includes 30-23 miles of 3' 3 1/2" gauge line between Viramgam and Waltham.
- (j) Worked by the Bombay, Baroda and Central India Railway Company.
- (k) Worked by the Madras Railway Company.
- (l) Includes 1-00 mile of mixed (5' 6" and 3' 3 1/2") gauge line between Bezwada and Kistna Block hut and 1-07 mile of 3' 3 1/2" gauge line between Kistna Block hut and Tadepall.
- (m) Worked by the Oudh and Rohilkhand State railway.
- (n) Worked by the East Indian Railway Company.
- (o) Worked by the North Western State railway.

At the commencement of 1906-07, i.e., on the 1st April 1906, the total length of railways open for traffic was 28,611-07 miles, made up as follows :—

|  | Miles.    | Miles. |
|--|-----------|--------|
| 5' 6" gauge—   |           |        |
| (i) State lines worked by the State  | 4,931-85  |        |
| (ii) State lines worked by companies   | 7,363-02  |        |
| (iii) Companies' lines guaranteed by Government under the old contracts          | 904-01    |        |
| (iv) Companies' lines guaranteed by Government under modern contracts            | 32-04     |        |
| (v) Branch line companies' railways assisted by Government under "Rebate" terms  | 814-07    |        |
| (vi) Assisted companies' lines—  |           |        |
| A. Subsidized by the Government of India   | 162-36    |        |
| B. Receiving land only from Government   | 22-23     |        |
|  | 184-59    |        |
| (vii) Native State lines—  |           |        |
| A. Worked by companies   | 711-33    |        |
| B. Worked by State railway agency  | 201-69    |        |
|  | 913-02    |        |
| 3' 3 1/2" gauge—   |           |        |
| (viii) State lines worked by the State   | 852-38    |        |
| (ix) State lines worked by companies   | 7,614-09  |        |
| (x) District Boards' lines   | 99-46     |        |
| (xi) Branch line companies' railways assisted by Government under "Rebate" terms | 138-89    |        |
| (xii) Assisted companies' lines—   |           |        |
| A. Subsidized by the Government of India   | 109-92    |        |
| B. Subsidized by Local Governments   | 77-50     |        |
| C. Subsidized by District Boards   | 36-40     |        |
| D. Receiving land only from Government   | 1,045-21  |        |
|  | 1,269-03  |        |
| (xiii) Unassisted companies' lines   | 8-50      |        |
| (xiv) Native State lines—  |           |        |
| A. Worked by Native States   | 1,326-63  |        |
| B. Worked by companies   | 814-38    |        |
|  | 2,141-01  |        |
| (xv) Lines in Foreign Territory  | 73-60     |        |
|  | 12,196-87 |        |
| Special (2' 6" and 2' 0") gauges—  |           |        |
| (xvi) State lines worked by the State  | 168-41    |        |
| (xvii) State lines worked by companies   | 404-25    |        |
| (xviii) Assisted companies' lines—   |           |        |
| A. Subsidized by Local Governments   | 58-76     |        |
| B. Subsidized by District Boards   | 121-60    |        |
| C. Receiving land only from Government   | 67-43     |        |
|  | 247-79    |        |
| (xix) Unassisted companies' lines  | 33-27     |        |
| (xx) Native State lines—   |           |        |
| A. Worked by Native States   | 11-86     |        |
| B. Worked by companies   | 372-42    |        |
| C. Worked by State railway agency  | 33-60     |        |
|  | 417-88    |        |
|  | 1,271-60  |        |
| TOTAL  | 28,611    |        |

- (i) Includes 3-06 miles of the Lucknow-Bareilly railway between Alambagh and Daliganj, worked over, but includes 10-79 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Burhwal and Bara Banki and 0-59 mile of the Oudh and Rohilkhand State railway on the Cawnpore Bridge.
- (m) Worked by the Southern Mahratta Railway Company.
- (n) Worked by the Jodhpur-Bikaner railway.
- (o) Worked by the Rohilkhand and Kumaon Railway Company.
- (p) Includes 2-10 miles at Ujjain, 3-07 miles between Agra Cantonment and Jumna East Bank and 0-94 mile between Lahori Gate Cabin and Brewery Cabin, Delhi, laid on the 5' 6" gauge, and 26-28 miles of mixed (5' 6" and 3' 3 1/2") gauge line between Kot Kapura and Bhatinda, worked over by the Rajputana-Malwa and North Western State railways.
- (q) Worked by the South Indian Railway Company.
- (r) Worked by the Bengal and North-Western Railway Company.
- (s) Worked by the Eastern Bengal State railway.
- (t) Worked by the Assam Railways and Trading Company.
- (u) Includes 0-25 miles of Bhavnagar Dock station and Jannagad quarry lines.
- (v) Worked by the Bhavnagar-Gondal-Jannagad-Forbandar railway.
- (w) Includes 3-93 miles of the Bodi Bandar Dock station lines.
- (x) Includes 20-70 miles of 2' 6" gauge line between Vankar and Morvi.
- (y) Worked by the Bengal-Nagpur Railway Company.

## APPENDIX 40—contd.

And the mileage under construction or sanctioned for construction on the same date, was 3,304·98 miles, as follows:—

|   | Miles. | Miles.   |
|---|--------|----------|
| 5' 6" gauge—  |        |          |
| (i) State lines worked by the State   | 090 56 |          |
| (ii) State lines worked by companies  | 916 23 |          |
| (iii) Branch line companies' railways assisted by Government under "Rebate" terms | 26 55  |          |
|   |        | 1,633 63 |

## 3' 3½" gauge—

|   |        |
|---|--------|
| (iv) State lines worked by the State          | 227 3  |
| (v) State lines worked by companies           | 425 38 |
| (vi) District Boards' lines                   | 49 50  |
| (vii) Assisted companies' lines—              |        |
|   | Miles. |
| A. Subsidized by the Government of India      | 92 60  |
| B. Subsidized by local Governments            | 8 50   |
| C. Receiving land only from Government        | 95 23  |
|   | 193 73 |
| (viii) Native State lines worked by companies | 82 78  |

980 76

## Special (2' 6" and 2' 0") gauges—

|  |          |
|--|----------|
| (ix) State lines worked by the State   | 6 50     |
| (x) State lines worked by companies    | 329 66   |
| (xi) Assisted companies' lines—        |          |
|  | Miles.   |
| A. Subsidized by District Boards       | 12 50    |
| B. Receiving land only from Government | 208 32   |
|  | 220 82   |
| (xii) Native State lines—              |          |
| A. Worked by Native States             | 44 63    |
| B. Worked by companies                 | 66 66    |
| C. Worked by State railway agency      | 22 02    |
|  | 138 81   |
|  | 690 69   |
| TOTAL                                  | 3,304 98 |

There was thus a grand total of railways completed and in hand, on the 1st April 1906, of miles 31,916 05

## Lines under construction and sanctioned on 31st March 1906.

|   | Miles. | Miles. | Miles. |
|---|--------|--------|--------|
| (I) Eastern Bengal—   |        |        |        |
| Kakrghati Chord   | 2 35   |        |        |
| Lalgola to Lalgola Ghat   | 3 75   | 11 00  |        |
| Panchooria to the Ganges river (a)  | 6 00   |        |        |
| Nagda-Muttra—   |        |        |        |
| Kotah to Baran  | 40 00  | 383 98 |        |
| Nagda to Muttra   | 848 98 |        |        |
| (II) North Western—   |        |        |        |
| Kacha Garhi to mile 23  | 25 00  |        |        |
| Lodhran to Khauewal   | 56 59  |        |        |
| Sargoda to Shorkot Road   | 103 14 | 388 08 |        |
| Shahdara to Sangli  | 55 85  |        |        |
| Oudh and Rohilkhand—  |        |        |        |
| Phaphauan to Zafarabad  |        |        | 57 50  |
| Azhikhal-Mangalore  |        |        | 77 27  |
| Bougal-Nagpur—  |        |        |        |
| Rhojindia to Hariharpur   | 35 61  |        |        |
| Rhojindia to Parhadhi   | 3 38   | 940 51 |        |
| Branch line near Kanoodih   | 1 97   |        |        |
| Vizianagram to Raipur   | 310 33 |        |        |
| East Indian—  |        |        |        |
| Agra direct access  | 1 75   |        |        |
| Darbhanga to Katwa  | 99 14  |        |        |
| Bhagalpur to Banai  | 31 04  |        |        |
| Borachuk to Bolepur   | 4 50   |        |        |
| Chord line between the East Indian and Oudh and Rohilkhand State railways near Moghal Sarai | 1 19   |        |        |
| Ghat line to Dhulan   | 1 30   |        |        |
| Ghat line to Rajmura  | 2 97   | 410 11 | 916 23 |
| Hooghly to Katwa  | 65 30  |        |        |
| Khurja to Hapur   | 38 87  |        |        |
| Manpur to Dhanbaid  | 131 49 |        |        |
| Mile 170½ from Howrah on the Jharla branch to Chaudore                                      | 4 18   |        |        |
| Nagri to Kanunda  | 1 59   |        |        |
| Ondal to Balnithia  | 43 63  |        |        |
| Great Indian Peninsula—   |        |        |        |
| Kuria to Mazagaon   | 6 51   |        |        |
| Mahim link  | 1 32   | 46 43  |        |
| Warora to Belapur   | 37 59  |        |        |
| Madras (North-East line)—   |        |        |        |
| Korakkuppattal to Basin Bridge  |        |        | 0 55   |
| (III) Salem-Attur (b)   |        |        | 38 08  |
| Amritsar-Patiala  |        |        | 26 85  |
| (IV) Eastern Bengal—  |        |        |        |
| Forbesganj to the Nepal Frontier  |        |        | 6 80   |
| Katihar to Godagari   |        | 106 00 |        |
| Kokrajhar to the Brahmaputra river opposite Guniati   |        | 118 87 | 227 37 |
| Assam-Bengal—   |        |        |        |
| Akhaura to Ashuganj   | 19 00  | 35 00  |        |
| Kalaura to the Khoosara river   | 16 00  |        |        |
| Burma—  |        |        |        |
| Thamaling to Malagaon   |        |        | 6 70   |
| Burma Extension—  |        |        |        |
| Benrada to Kyangin  | 65 66  | 180 93 |        |
| Pegu to Martaban (d)  | 121 27 |        |        |
| Nilgiri—  |        |        |        |
| Coonoor to Ootacamund   |        | 11 50  | 425 38 |
| South Indian—   |        |        |        |
| Maudelpata to Banowaram Temple  | 10 13  |        |        |
| Tangachimadam to Fort Amphill   | 1 71   | 20 83  |        |
| Tirupachottai to Sivaganga  | 9 00   |        |        |
| Tirhoot—  |        |        |        |
| Balragnia-Narkatinganj  | 58 05  |        |        |
| Bhagalpur Kachery to Bhagalpur  | 0 79   | 164 43 |        |
| Mansi to Bhojpatli  | 0 37   |        |        |
| Narkatinganj to Bagaha  | 26 00  |        |        |
| Sahara to Murliganj   | 18 61  |        |        |
| (VI) Bezwada-Masulipatam  |        |        | 4 50   |
| (VII) A. Rohilkund and Kumaon—  |        |        |        |
| Lalkua to Kashipur  |        | 45 00  |        |
| Moradabad to Ramnagar   |        | 47 00  | 92 00  |
| B. Dibru-Sadiya—  |        |        |        |
| Talap to Salkha Ghat  |        |        | 5 50   |
| C. Bengal and North-Western—  |        |        |        |
| Dharonda to Maharaiganj   |        | 3 40   |        |
| Gamsari to Jarwa  |        | 13 53  |        |
| Gorakhpur to Bagaha   |        | 60 94  | 96 23  |
| Saran to Thawe  |        | 17 83  |        |
| (VIII) (Jaskwar's) Mehsana—   |        |        |        |
| Chanama to Bechraji   | 16 74  | 38 11  |        |
| Kanund Road to Harji  | 21 37  |        |        |
| (IX) Jaipur—  |        |        |        |
| Nawal to Siwai Madhopur   |        | 40 67  | 81 78  |
| Sangli—   |        |        |        |
| Miraj to Sangli Town  |        | 4 00   |        |
| (X) Jullundur-Kapurthala-Sultanpur (British section) (c)—                                   |        |        |        |
| Jullundur to the British Frontier   |        |        | 6 80   |
| Gondia-Chanda (2' 6")—  |        |        |        |
| Gondia to Chanda  | 148 65 | 215 40 |        |
| Panni (Brahmapur) to Nagpur   | 83 75  |        |        |
| (XI) Jubbulpore-Gondia Extension (2' 6")—   |        |        |        |
| Khirsadoh to Burkahi  | 5 08   | 44 08  | 320 05 |
| Khirsadoh to Birgora  | 7 76   |        |        |
| Nainpur to Mandla   | 35 14  |        |        |
| Purnia-Banchi (2' 0")—  |        |        |        |
| A. Howrah-Kolkata Light (2' 0")—  |        |        |        |
| Antpur to Champudanga (b)   |        | 9 00   |        |
| Antpur to Rajbhat (b)   |        | 2 50   | 12 50  |
| (XII) Baral Light (2' 0")—  |        |        |        |
| Baral Road Junction to Pandharpur   | 30 07  | 51 03  |        |
| Kusimb to Tadraie   | 20 36  |        |        |
| Dwara-Therria Light (2' 6")—  |        |        |        |
| Dwara to Maclong (d)  | 13 50  | 19 50  |        |
| Maclong to Therria Ghat (e)   | 6 00   |        | 208 23 |
| (XIII) Matheran (2' 0")—  |        |        |        |
| Neral to Matheran   |        | 12 79  |        |
| Shahdara (Delhi)-Saharanpur Light (2' 6")—  |        |        |        |
| Sahut to Maut   | 30 00  | 125 00 |        |
| Shahdara to Saharanpur  | 96 00  |        |        |
| Cutch (2' 6")—  |        |        |        |
| Anjar to Bhuj   |        | 25 30  | 44 83  |
| (XIV) Dholpur-Barl (2' 6")—   |        |        |        |
| Dholpur-Barl (2' 6")  |        | 19 25  |        |
| (XV) B. Gwalior Light (2' 0")—  |        |        |        |
| Sabalgarh to Shilpur  |        |        | 66 66  |
| (XVI) Jullundur-Kapurthala-Sultanpur (Native State section)—                                |        |        |        |
| Sultanpur to the British Frontier (c)   |        |        | 22 03  |

(a) Constructed but not worked.  
(b) Commencement of work not authorised.

(c) Commencement of work not authorised and question of gauge not finally settled.  
(d) Completion deferred.

During 1906-1907, i.e., from 1st April 1906 to the 31st March 1907, 520.20 miles of new railway have been authorized as follows:—

|                                      | Miles. | Miles. |
|--------------------------------------|--------|--------|
| (i) State lines worked by the State  | 278.88 |        |
| (ii) State lines worked by companies | 70.59  |        |
|                                      | <hr/>  | 349.46 |

|  |       |     |
|--|-------|-----|
| 3' 3 $\frac{3}{8}$ " gauge—  |       |     |
| (iii) State lines worked by companies                              | 103   | 21  |
| (iv) Assisted companies' lines receiving land only from Government | 69    | 80  |
| (v) Native State lines worked by companies                         | 7     | 73  |
|  | <hr/> | 170 |
|  |       | 74  |
| TOTAL  | 520   | 20  |

And 951·84 miles have been, or are likely to be, opened to public traffic as follows :—

|  | Miles. | Miles. |
|--|--------|--------|
| (vi) State lines worked by the State   | 219    | 07     |
| (vii) State lines worked by companies  | 350    | 91     |
| (viii) Branch line companies' railways<br>assisted by Government under<br>"Rebate" terms | 27     | 49     |
|  | <hr/>  | 597.47 |

|   |        |
|---|--------|
| (ix) State lines worked by companies  | 174 56 |
| (x) District Board's lines  | 3 90   |
| (xi) Branch line companies railways<br>assisted by Government under<br>"Rebate" terms | 2 53   |
| (xii) Assisted companies' lines receiving<br>land only from Government                | 92 14  |
| (xiii) Native State lines worked by com-<br>panies                                    | 4 44   |
|   | 277 67 |

|   |             |
|---|-------------|
| <i>Special (2' 6" and 2' 0") gauges—</i>                                |             |
| (xiv) State lines worked by companies .                                 | 13.62       |
| (xv) Assisted companies' lines receiving<br>land only from Government . | 63.18       |
|   | <hr/> 76.80 |
|   | <hr/>       |
| TOTAL .   | 951.84      |

(a) These lines are not shown as under construction at the beginning of the year as no intimation was received of their being under construction.

## APPENDIX 40—contd.

The total length of open line at the commencement of 1907-1908, i.e., on the 1st April 1907 will, therefore, be 29,571·32† miles, comprising—

| 5' 6" gauge—  | Miles.    | Miles. |
|---|-----------|--------|
| (i) State lines worked by the State . . . . .   | 6,150·92  |        |
| (ii) State lines worked by companies . . . . .  | 7,720·15  |        |
| (iii) Companies' lines guaranteed by Government under the old contracts . . . . .         | 904·01    |        |
| (iv) Companies' lines guaranteed by Government under modern contracts . . . . .           | 32·04     |        |
| (v) Branch line companies' railways assisted by Government under "Rebate" terms . . . . . | 842·11    |        |
| (vi) Assisted companies' lines—   |           |        |
| A. Subsidized by the Government of India . . . . .  | 162·36    |        |
| B. Receiving land only from Government . . . . .  | 22·23     |        |
|   | 184·59    |        |
| (vii) Native State lines—   |           |        |
| A. Worked by companies . . . . .  | 711·32    |        |
| B. Worked by State railway agency . . . . .   | 201·69    |        |
|   | 913·01    |        |
|   | 15,746·83 |        |
| 3' 3½" gauge—   |           |        |
| (viii) State lines worked by the State . . . . .  | 852·94    |        |
| (ix) State lines worked by companies . . . . .  | 7,781·52  |        |
| (x) District Boards' lines . . . . .  | 103·36    |        |
| (xi) Branch line companies' railway assisted by Government under "Rebate" terms . . . . . | 141·42    |        |
| (xii) Assisted companies' lines—  |           |        |
| A. Subsidized by the Government of India . . . . .  | 117·87    |        |
| B. Subsidized by local Governments . . . . .  | 77·50     |        |
| C. Subsidized by District Boards . . . . .  | 36·40     |        |
| D. Receiving land only from Government . . . . .  | 1,137·42  |        |
|   | 1,369·19  |        |
| (xiii) Unassisted companies' lines . . . . .  | 8·50      |        |
| (xiv) Native State lines—   |           |        |
| A. Worked by Native States . . . . .  | 1,326·63  |        |
| B. Worked by companies . . . . .  | 2,145·45  |        |
|   | 73·60     |        |
| (xv) Lines in Foreign Territory . . . . .   | 12,475·98 |        |
| Special (2' 6" and 2' 0") gauges.   |           |        |
| (xvi) State lines worked by the State . . . . .   | 227·85    |        |
| (xvii) State lines worked by companies . . . . .  | 353·74    |        |
| (xviii) Assisted companies' lines—  |           |        |
| A. Subsidized by Local Governments . . . . .  | 58·76     |        |
| B. Subsidized by District Boards . . . . .  | 121·60    |        |
| C. Receiving land only from Government . . . . .  | 310·97    |        |
|   | 33·27     |        |
| (xix) Unassisted companies' lines . . . . .   |           |        |
| (xx) Native State lines—  |           |        |
| A. Worked by Native States . . . . .  | 11·67     |        |
| B. Worked by companies . . . . .  | 372·41    |        |
| C. Worked by State railway agency . . . . .   | 83·60     |        |
|   | 417·68    |        |
|   | 1,348·61  |        |
| TOTAL . . . . .   | 29,571·32 |        |

Open line on 1st April 1907.

|   | Miles.   | Miles.   |
|---|----------|----------|
| (i) Eastern Bengal . . . . .  | 800·20   |          |
| (ii) North Western . . . . .  | 3,427·46 | 6,150·92 |
| (iii) Oudh and Rohilkhand . . . . .   | 1,233·28 |          |
| (iv) Agra-Jaipur Chord (c) . . . . .  | 135·90   |          |
| (v) Aizawl-Mangalore (d) . . . . .  | 77·92    |          |
| (vi) Bengal-Nagpur . . . . .  | 1,752·83 |          |
| (vii) Benares extension (e) . . . . .   | 20·68    |          |
| (viii) Bhopal-Patal (British Section) (e) . . . . .   | 13·11    |          |
| (ix) Bombay, Baroda and Central India . . . . .   | 804·35   | 7,720·15 |
| (x) East Indian . . . . .   | 2,208·96 |          |
| (xi) Godhra-Rutlam-Nagda (g) . . . . .  | 141·14   |          |
| (xii) Great Indian Peninsula . . . . .  | 1,890·23 |          |
| (xiii) Indian Midland (f) . . . . .   | 904·01   |          |
| (xiv) Madras (North-East line) (d) . . . . .  | 904·01   |          |
| (xv) Madras . . . . .   | 27·40    |          |
| (xvi) Hardwar-Dehra (i) . . . . .   | 78·76    |          |
| (xvii) Amritsar-Patiala (j) . . . . .   | 425·33   | 904·01   |
| (xviii) Southern Punjab (j) . . . . .   | 158·08   |          |
| (xix) Southern Punjab (Ludhiana) Extension (j) . . . . .  | 186·49   |          |
| (xx) Tapti Valley (g) . . . . .   | 162·36   |          |
| (xxi) A. Delhi-Umblin-Kaika (k) . . . . .   | 23·83    |          |
| (xxii) B. Tarkeshwar (l) . . . . .  | 44·28    |          |
| (xxiii) (Bhopal-Patal (Native State Section) (e) . . . . .  | 113·7    |          |
| (xxiv) Bhopal-Ujjain (e) . . . . .  | 145·63   |          |
| (xxv) Bina-Gooma-Baran (e) . . . . .  | 31·31    |          |
| (xxvi) Kolar-Midfield (d) . . . . .   | 9·58     | 711·32   |
| (xxvii) A. Nagda-Patal (g) . . . . .  | 330·14   |          |
| (xxviii) B. Nagda-Patal (Native State Section) (g) . . . . .  | 21·9     |          |
| (xxix) Patand-Cambay (Anand-Tarapur section) (g) . . . . .  | 12·30    |          |
| (xxx) Patand-Cambay (Tarapur-Cambay section) (g) . . . . .  | 15·93    |          |
| (xxxi) Jammu and Kashmir (Native State section) (j) . . . . .   | 78·66    | 801·69   |
| (xxxii) Ladakh-Dhru-Jakhal (j) . . . . .  | 107·05   |          |
| (xxxiii) Ladakh-Dhru-Jakhal (j) . . . . .   | 107·05   |          |
| (xxxiv) Gwalior-Bhind (Metric gauge line) . . . . .   | 79·00    |          |
| (xxxv) Eastern Bengal . . . . .   | 852·94   |          |
| (xxxvi) Behar, Kumaon-Dhuli and Northern section including the British section of the Santalpur extension and the Ranaghat-Krishnagar and Teesta-Karimganj branches . . . . . | 66·48    |          |
| (xxxvii) Dacca section . . . . .  | 30·92    |          |
| (xxxviii) Assam Bengal . . . . .  | 775·26   |          |
| (xxxix) Bhojpur-Bayadrag (m) . . . . .  | 32·85    |          |
| (xl) Burma . . . . .  | 1,240·16 |          |
| (xli) Guntakul-Mysore frontier (m) . . . . .  | 110·00   |          |
| (xlii) H. pet-Kuttur (m) . . . . .  | 48·03    |          |
| (xliii) Jodhpur-Hyderabad British section (n) . . . . .   | 123·96   |          |
| (xliv) Lucknow-Bareilly (o) . . . . .   | 237·04   |          |
| (xlv) Mysore section (Southern Mahratta) (m) . . . . .  | 298·22   | 7,781·52 |
| (xlvi) Nagpur (d) . . . . .   | 34·98    |          |
| (xlvii) Nagpur-Da. (g) . . . . .  | 17·28    |          |
| (xlviii) Rajpataun-Malwa (g) . . . . .  | 1,774·36 |          |
| (xlix) South Indian . . . . .   | 1,137·00 |          |
| (l) Southern Mahratta . . . . .   | 1,048·04 |          |
| (li) Immerville-Quilou (Travancore) (British section) (g) . . . . .   | 49·46    |          |
| (lii) Tirhoot (h) . . . . .   | 770·83   |          |
| (liii) Tanjore District Board (q) . . . . .   | 33·60    | 103·36   |
| (liiv) Alor-Lahar-Dhulka (q) . . . . .  | 44·70    |          |
| (liv) Ahmedabad-Paranj (q) . . . . .  | 5·21     | 141·42   |
| (lv) Mysore-Krishnagar Jagannathanagar (i) . . . . .  | 117·87   |          |
| (lvi) A. Rohitkund and Kumaon . . . . .   | 77·50    |          |
| (lvii) B. Dabra-Kalya . . . . .   | 36·40    |          |
| (lviii) C. Bengal-Coorg . . . . .   | 1,016·07 |          |
| (lix) D. Bengal and North-Western . . . . .   | 116·56   | 1,137·42 |
| (lx) D. Bengal Doors-Katunawa . . . . .   | 4·78     |          |
| (lxi) Deocher . . . . .   | 4·78     |          |
| (lxii) Leda and Tikak-Margherita (r) . . . . .  | 334·10   |          |
| (lxiii) Dh. Vengar-Gondal-Jungad-Parbunder . . . . .  | 241·36   |          |
| (lxiv) Bikaner . . . . .  | 20·53    |          |
| (lxv) Bikaner-Gandara (s) . . . . .   | 20·53    |          |
| (lxvi) Jammu-Gar (s) . . . . .  | 48·31    | 1,326·63 |
| (lxvii) Jaisalmer-Rajkot (s) . . . . .  | 493·9    |          |
| (lxviii) Jodhpur . . . . .  | 62·30    |          |
| (lxix) Morvi . . . . .  | 37·63    |          |
| (lxx) Udaipur-Chitor . . . . .  | 93·63    |          |
| (lxxi) Birur-M. Moga (m) . . . . .  | 61·35    |          |
| (lxxii) Gokwar's Mohana (g) . . . . .   | 391·13   |          |
| (lxxiii) Hindapur (Mysore frontier) (m) . . . . .   | 52·13    |          |
| (lxxiv) Hyd. rambul-Jodavari Valley (e) . . . . .   | 28·27    |          |
| (lxxv) Jannu (g) . . . . .  | 15·40    | 618·79   |
| (lxxvi) Kolhatpur (m) . . . . .   | 4·41     |          |
| (lxxvii) My. our-Nanjangod (m) . . . . .  | 04·75    |          |
| (lxxviii) B. Gogil (m) . . . . .  | 57·98    |          |
| (lxxix) B. Gogil (m) . . . . .  | 41·37    |          |
| (lxxx) B. Gogil (m) . . . . .   | 14·05    |          |
| (lxxxi) B. Gogil (m) . . . . .  | 7·58     | 72·80    |
| (lxxxii) B. Gogil (m) . . . . .   | 51·10    |          |
| (lxxxiii) B. Gogil (m) . . . . .  | 31·1     |          |
| (lxxxiv) B. Gogil (m) . . . . .   | 30·25    |          |
| (lxxxv) B. Gogil (m) . . . . .  | 19·45    | 227·85   |
| (lxxxvi) B. Gogil (m) . . . . .   | 9·73     |          |
| (lxxxvii) B. Gogil (m) . . . . .  | 40·21    |          |
| (lxxxviii) B. Gogil (m) . . . . .   | 265·89   |          |
| (lxxxix) B. Gogil (m) . . . . .   | 18·63    | 359·74   |
| (lxxxx) B. Gogil (m) . . . . .  | 56·04    |          |
| (lxxxxi) B. Gogil (m) . . . . .   | 28·39    |          |
| (lxxxxii) B. Gogil (m) . . . . .  | 61·00    |          |
| (lxxxxiii) B. Gogil (m) . . . . .   | 7·75     | 58·76    |
| (lxxxxiv) B. Gogil (m) . . . . .  | 26·0     |          |
| (lxxxxv) B. Gogil (m) . . . . .   | 19·60    |          |
| (lxxxxvi) B. Gogil (m) . . . . .  | 37·19    | 121·60   |
| (lxxxxvii) B. Gogil (m) . . . . .   | 19·75    |          |
| (lxxxxviii) B. Gogil (m) . . . . .  | 20·10    |          |
| (lxxxxix) B. Gogil (m) . . . . .  | 79·50    |          |
| (lxxxxx) B. Gogil (m) . . . . .   | 12·01    | 130·61   |
| (lxxxxxi) B. Gogil (m) . . . . .  | 39·50    |          |
| (lxxxxxii) B. Gogil (m) . . . . .   | 33·27    |          |
| (lxxxxxiii) B. Gogil (m) . . . . .  | 11·07    |          |
| (lxxxxxiv) B. Gogil (m) . . . . .   | 94·49    |          |
| (lxxxxxv) B. Gogil (m) . . . . .  | 183·23   |          |
| (lxxxxxvi) B. Gogil (m) . . . . .   | 43·41    | 372·41   |
| (lxxxxxvii) B. Gogil (m) . . . . .  | 21·02    |          |
| (lxxxxxviii) B. Gogil (m) . . . . .   | 37·37    |          |
| (lxxxxxix) B. Gogil (m) . . . . .   | 33·00    |          |
| (lxxxxxx) B. Gogil (m) . . . . .  | 33·00    |          |

(a) See footnote (a) on page 255.  
 (b) See footnote (b) on page 255.  
 (c) Worked by the Great Indian Peninsula Railway Company.  
 (d) Worked by the Madras Railway Company.  
 (e) Worked by His Highness the Nizam's Guaranteed State Railway Company.  
 (f) Includes 30·38 miles of 3' 3½" gauge line between Virangam and Wadhwan.  
 (g) Worked by the Bombay, Baroda and Central India Railway Company.  
 (h) See footnote (h) on page 258.  
 (i) Worked by the Oudh and Rohilkhand State railway.  
 (j) Worked by the North Western State railway.  
 (k) Worked by the East Indian Railway Company.  
 (l) See footnote (l) on page 258.  
 (m) Worked by the Southern Mahratta Railway Company.  
 (n) Worked by the Jodhpur-Bikaner railway.

Correction of mileages.

† Made up as follows:—

Open at the commencement of 1906-07 . . . . .

Opened during 1906-1907 . . . . .

Add . . . . .

Malkera-Mohoda section of the Bengal-Nagpur railway, hitherto excluded . . . . .

Not increase due to corrections of mileages . . . . .

Total . . . . .

(a) Worked by the Rohilkhand and Kumaon Railway Company.  
 (b) See footnote (b) on page 258.  
 (c) Worked by the South Indian Railway Company.  
 (d) Worked by the Bengal and North-Western Railway Company.  
 (e) Worked by the Eastern Bengal State railway.  
 (f) Worked by the Assam Railways and Trading Company.  
 (g) Includes 5·23 miles of Bhuvanagar-Gondal-Jungad-Parbunder railway.  
 (h) Includes 5·23 miles of the Bedi Bandar Dock estate lines.  
 (i) Includes 20·70 miles of 2' 6" gauge line between Vankar and Morvi.  
 (j) Worked by the Bengal-Nagpur Railway Company.  
 (k) Made over to the North Western State Railway Administration for working from the 1st January 1907.

(g) See footnote (g) on page 258.

(h) Worked by the South Indian Railway Company.

(i) Worked by the Bengal and North-Western Railway Company.

(j) Worked by the Eastern Bengal State railway.

(k) Worked by the Assam Railways and Trading Company.

(l) Includes 5·23 miles of Bhuvanagar-Gondal-Jungad-Parbunder railway.

(m) Includes 5·23 miles of the Bedi Bandar Dock estate lines.

(n) Includes 20·70 miles of 2' 6" gauge line between Vankar and Morvi.

(o) Worked by the Bengal-Nagpur Railway Company.

(p) Made over to the North Western State Railway Administration for working from the 1st January 1907.

28,611·07

261·84

29,807·91

3·24

5·17

29,871·32

## Appendix 40—contd.

Lines under construction and sanctioned on 31st March 1907.

|   | Miles. | Miles. | Miles. |
|---|--------|--------|--------|
| <b>(i) Eastern Bengal—</b>  |        |        |        |
| Lalgola to Lalgola Ghat   | 275    |        |        |
| Panchooria to the Ganges river (a)                                  | 6 00   | 8 75   |        |
| <b>Nagda-Muttra—</b>  |        |        |        |
| Kotah to Baran  | 40 00  |        |        |
| Nagda to Muttra   | 343 18 | 343 98 |        |
| <b>(ii) North Western—</b>  |        |        |        |
| Kacha Garhi to mile 23  | 23 00  |        |        |
| Khusbargarh bridge and approaches                                   | 3 63   |        |        |
| Lodhrau to Khanawal   | 36 50  |        |        |
| Shorkot Road to Chichoki  | 130 80 |        |        |
| Thal to Panchmair   | 69 10  |        |        |
| <b>Oudh and Rohilkhand—</b>   |        |        |        |
| Balamau to Sitapur  | 37 12  |        |        |
| Rosau to Sitapur  | 61 30  | 88 42  |        |
| <b>Bengal-Nagpur—</b>   |        |        |        |
| Kamptee to Ramtek   | 14 71  |        |        |
| Kandri branch   | 2 53   |        |        |
| Shri to Gurumehini  | 43 00  |        |        |
| Vizianagram to Raipur   | 310 62 | 371 80 |        |
| <b>East Indian—</b>   |        |        |        |
| Azra direct access  | 1 75   |        |        |
| Burhatwa to Katwa   | 20 14  |        |        |
| Bhagalpur to Bandi  | 31 01  |        |        |
| Borachuk to Sulepur   | 4 60   |        |        |
| Choudi line between the East Indian and                             |        |        |        |
| Oudh and Rohilkhand State railways                                  |        |        |        |
| near Mughal Sarai   | 1 10   |        |        |
| Ghat line to Dabulin  | 1 06   |        |        |
| Ghat line to Sahibpura  | 2 50   |        |        |
| Houghly to Katwa  | 65 20  |        |        |
| Mile 170½ from Howrah on the Jharia                                 |        |        |        |
| branch to Chandore  | 4 16   |        |        |
| Tajpore to Baraboul   | 9 31   |        |        |
| <b>Great Indian Peninsula—</b>                                      |        |        |        |
| Korla to Mazagan  | 8 51   |        |        |
| Mahim link  | 1 32   |        |        |
| Salem-Attur (b)   |        | 7 81   |        |
|   |        | 30 06  |        |
| <b>(iii) Eastern Bengal—</b>  |        |        |        |
| Forbanganj to the Nepal Frontier                                    | 6 50   |        |        |
| Katihar to Godagari   | 103 00 |        |        |
| Kokrajhar to the Brahmaputra river opposite Gauhati                 | 115 57 | 227 37 |        |
| <b>Assam-Bengal—</b>  |        |        |        |
| Akshara to Ashganj  | 10 00  |        |        |
| Kalaura to the Khooosara river                                      | 16 00  | 35 00  |        |
| <b>Burma—</b>   |        |        |        |
| Naikun to Bayaret   | 66 25  |        |        |
| Thaming to walingaon  | 0 70   | 72 05  |        |
| <b>Burma Extensions—</b>  |        |        |        |
| Henzada to Kyangun  | 65 67  |        |        |
| Fugu to Marlabau  | 121 24 | 186 93 |        |
| <b>(iv) Karnool Road-Kurnool</b>                                    |        |        |        |
|   |        | 32 00  | 353 30 |
| <b>Nilgiri—</b>   |        |        |        |
| Coonoor to Ootacamund   |        | 11 75  |        |
| <b>South Indian—</b>  |        |        |        |
| Portion of the Ramswaram extension                                  | 3 17   |        |        |
| Tangachimadam to Port Atchaphill                                    | 1 11   |        |        |
| Tiruppathetnai to Sivaganga   | 9 00   | 1,388  |        |
| <b>Tirhoot—</b>   |        |        |        |
| Bhagpur Kachery to Bhagpur  |        | 0 70   |        |
| <b>(v) Bezwada-Masulipatam</b>                                      |        |        | 49 47  |
| <b>(vi) A. Rohilkhand and Kannan—</b>                               |        |        |        |
| Lalua to Khatipura  |        | 38 43  |        |
| Moradabad to Kannagar   |        | 17 60  | 54 13  |
| <b>B. Dibrugarh—</b>  |        |        |        |
| Talpa to Saikha Ghat  |        |        | 8 50   |
| <b>C. Bengal and North-Western—</b>                                 |        |        |        |
| Burhat to Sitapur   |        |        | 59 80  |
| <b>(vii) Gachwar's Mohana—</b>                                      |        |        |        |
| Chandann to Rechrui   | 16 71  |        |        |
| Kharala to Dabhora  | 7 73   |        |        |
| Masand Road to Haraj  | 21 37  | 16 84  |        |
| <b>(viii) Jalpur—</b>   |        |        |        |
| Nawal to Siwal Madhopur   |        |        | 40 65  |
| <b>(viii) Jullundur Kapurthala-Sultanpur (British section) (c)—</b> |        |        |        |
| Jullundur to the British frontier                                   |        |        | 8 81   |
| <b>(ix) Gondia-Chanda (2' 6")—</b>                                  |        |        |        |
| Gondia to Chanda (b)  | 143 05 |        |        |
| Parit (British spur) to Nagpur (d)                                  | 63 75  | 212 40 |        |
| <b>Jabalpur-Gondia Extension (2' 6")—</b>                           |        |        |        |
| Nagpur to Mundla  |        | 32 14  |        |
| Parit-Bauchi (2' 6")  |        | 72 28  | 316 83 |
| <b>(x) A. Howrah-Amra Light (2' 0")—</b>                            |        |        |        |
| Amra to Champadanda (b)   |        | 0 00   |        |
| Amra to Rajpouth (b)  |        | 3 50   | 12 50  |
| <b>B. Dacca-Therun Light (2' 0")—</b>                               |        |        |        |
| Dacca to Madong (c)   |        | 13 50  |        |
| Madong to Therun Light (d)  |        | 6 40   | 19 50  |
| <b>(xi) B. Shahdara (Delhi)-Saharanpur Light (2' 6")—</b>           |        |        |        |
| Saharanpur to Meerut  |        | 30 00  |        |
| Shahdara to Saharanpur  |        | 93 10  | 114 50 |
| <b>(xii) A. C. C. (2' 6")—</b>                                      |        |        |        |
| Amra to Hing  |        | 25 38  |        |
| Chanderpur to Hing (b)  |        | 19 25  | 44 63  |
| <b>B. Gachar Light (2' 0")—</b>                                     |        |        |        |
| Saharanpur to Sheerur   |        |        | 40 30  |
| <b>C. Jullundur-Kapurthala-Sultanpur (Native State section)—</b>    |        |        |        |
| Sultanpur to the British Frontier (e)                               |        |        | 22 02  |

(a) Constructed but not worked.

(b) Commencement of work not authorized.

(c) Commencement of work not authorized and question of gauge not finally settled.

† Made up as follows:—

Completed and in hand at the beginning of 1906-07

Sanctioned during 1906-1907.

Add—

Malkera-Mohuda section of the Bengal-Nagpur railway

hitherto excluded

Khusbargarh bridge and approaches North-Western State

Railway hitherto excluded

Net increase due to corrections of mileage

Deduct—

Bhujindib-Parthadith link of the Bengal-Nagpur railway

abandoned

And the mileage under construction or sanctioned for construction on the 31st March 1907 will be 2,873.17 miles, made up as follows:—

|                                      | Miles. | Miles. | Miles.   |
|--------------------------------------|--------|--------|----------|
| <b>5' 6" gauge—</b>                  |        |        |          |
| (i) State lines worked by the State  |        |        | 754 83   |
| (ii) State lines worked by companies |        |        | 635 63   |
|                                      |        |        | 1,390 46 |

|  |  |  |        |
|--|--|--|--------|
| <b>3' 3½" gauge—</b>                         |  |  |        |
| (iii) State lines worked by the State        |  |  | 227 37 |
| (iv) State lines worked by companies         |  |  | 353 30 |
| (v) District Boards' lines                   |  |  | 49 47  |
| (vi) Assisted companies' lines—              |  |  |        |
| A. Subsidized by the Government of India     |  |  | 84 12  |
| B. Subsidized by Local Governments           |  |  | 8 50   |
| C. Receiving land only from Government       |  |  | 59 80  |
|  |  |  | 152 42 |
| (vii) Native State lines worked by companies |  |  | 86 49  |
|  |  |  | 869 06 |

|  |  |  |        |
|--|--|--|--------|
| <b>Special (2' 6" and 2' 0") gauges—</b> |  |  |        |
| (viii) State lines worked by the State   |  |  | 6 80   |
| (ix) State line worked by companies      |  |  | 316 82 |
| (x) Assisted companies' lines—           |  |  |        |
| A. Subsidized by District Boards         |  |  | 12 00  |
| B. Receiving land only from Government   |  |  | 144 50 |
|  |  |  | 157 00 |
| (xi) Native State lines—                 |  |  |        |
| A. Worked by Native States               |  |  | 44 63  |
| B. Worked by companies                   |  |  | 66 39  |
| C. Worked by State railway agency        |  |  | 22 02  |
|  |  |  | 133 04 |
|  |  |  | 613 86 |

TOTAL

2,873.17

Making a grand total of railways completed and in hand, at the commencement of 1907-1908 of miles

And showing, after allowing for lines abandoned and corrections of mileage, an advance on the previous year of miles

528.44

(d) Completion deferred.

\* Correction of mileage.

Miles.

31,016 05

520 30

32,436 35

3 24

3 63

3 55

33,446 77

3 28

33,444 49

## Appendix 40—concl'd.

It is expected that the following lengths of unfinished line will be opened for public traffic in 1907-1908:—

|  | Miles. | Miles.        |
|--|--------|---------------|
| <b>5' 6" gauge—</b>  |        |               |
| (i) State lines worked by the State                                  | 144.88 |               |
| (ii) State lines worked by companies                                 | 26.85  |               |
|  |        | 171.73        |
| <b>3' 3½" gauge—</b>   |        |               |
| (iii) State lines worked by the States                               | 36.00  |               |
| (iv) State lines worked by companies                                 | 217.68 |               |
| (v) District Boards' lines   | 49.47  |               |
| (vi) Assisted companies' lines subsidized by the Government of India | 84.12  |               |
| (vii) Native State lines worked by companies                         | 88.49  |               |
|  |        | 473.76        |
| <b>Special (2' 6" and 2' 0") gauges—</b>                             |        |               |
| (viii) State lines worked by companies                               | 72.28  |               |
| (ix) Assisted companies' lines receiving land only from Government   | 95.00  |               |
| (x) Native State lines worked by Native States                       | 19.25  |               |
|  |        | 186.53        |
| <b>TOTAL</b>   |        | <b>832.02</b> |

Leaving the undermentioned lines for completion in 1908-1909 or later:—

|  | Miles. | Miles. | Miles.          |
|--|--------|--------|-----------------|
| <b>5' 6" gauge—</b>                      |        |        |                 |
| (xi) State lines worked by the State     | 609.95 |        |                 |
| (xii) State lines worked by companies    | 608.78 |        |                 |
|  |        |        | 1,218.73        |
| <b>3' 3½" gauge—</b>                     |        |        |                 |
| (xiii) State lines worked by the State   | 191.37 |        |                 |
| (xiv) State lines worked by companies    | 135.62 |        |                 |
| (xv) Assisted companies' lines—          |        |        |                 |
| A. Subsidized by Local Governments       | 8.50   |        |                 |
| B. Receiving land only from Government   | 59.80  |        |                 |
|  |        | 68.30  |                 |
|  |        |        | 395.29          |
| <b>Special (2' 6" and 2' 0") gauges—</b> |        |        |                 |
| (xvi) State lines worked by the State    | 6.80   |        |                 |
| (xvii) State lines worked by companies   | 244.54 |        |                 |
| (xviii) Assisted companies' lines—       |        |        |                 |
| A. Subsidized by District Boards         | 12.50  |        |                 |
| B. Receiving land only from Government   | 49.50  |        |                 |
|  |        | 62.00  |                 |
| (xix) Native State lines—                |        |        |                 |
| A. Worked by Native States               | 25.39  |        |                 |
| B. Worked by companies                   | 6.39   |        |                 |
| C. Worked by State railway agency        | 22.02  |        |                 |
|  |        | 113.79 |                 |
|  |        |        | 427.13          |
| <b>TOTAL</b>                             |        |        | <b>2,041.15</b> |

|   | Miles. | Miles. | Miles. |
|---|--------|--------|--------|
| (i) Eastern Bengal—   |        |        |        |
| Lalgola to Lalgola Ghat   | 2.78   |        |        |
| Nagda-Muttia—   |        |        |        |
| Nagda to Kotah  | 138.90 |        | 144.88 |
| North Western—  |        |        |        |
| Khushalgarh bridge and approaches   | 3.68   |        |        |
| (ii) Bengal-Nagpur—   |        |        |        |
| Kamptee to Ramtek   | 14.74  |        |        |
| Kandri branch   | 2.63   |        | 17.37  |
| (iii) East Indian—  |        |        |        |
| Agra direct access  | 1.75   |        | 36.85  |
| Great Indian Peninsula—   |        |        |        |
| Kurla to Maragao  | 6.51   |        |        |
| Mablin link   | 1.32   |        | 7.83   |
| (iv) Eastern Bengal—  |        |        |        |
| Forbesganj to the Nepal Frontier  | 6.50   |        |        |
| Kotaijhar to Duni   | 29.50  |        | 36.00  |
| (v) Assam-Bengal—   |        |        |        |
| Akhaura to Ashuganj   | 19.00  |        |        |
| (vi) Burma Extensions—  |        |        |        |
| Hendana to Kyaukse  | 66.60  |        |        |
| Pegu to Martaban  | 131.37 |        | 196.93 |
| (vii) Nilgiri—  |        |        |        |
| Cumbor to Ootacamund  | 11.75  |        |        |
| (viii) Berwara-Masulipatan—   |        |        |        |
| Berwara to Masulipatan  |        |        | 49.67  |
| (ix) Rohilkund and Kumaon—  |        |        |        |
| Lalkua to Kashipur  | 36.43  |        |        |
| Moradabad to Ramnagar   | 47.69  |        | 84.12  |
| (x) Gackwar's Mohana—   |        |        |        |
| Chaswara to Bichraj   | 16.74  |        |        |
| Kerai to Bulhara  | 7.73   |        |        |
| Mannud Road to Marj   | 21.37  |        | 45.84  |
| (xi) Jaipur—  |        |        |        |
| Nawat to Sawai Mathapur   |        |        | 40.85  |
| (xii) Punjab-Ranchi (2' 6")   |        |        | 72.28  |
| (xiii) Shahdara (Delhi) Saharanpur Light (2' 6")  |        |        | 95.00  |
| (xiv) Shahdara to Saharanpur  |        |        | 19.25  |
| (xv) Dholpur-Bari (2' 0")   |        |        |        |
| (vi) Eastern Bengal—  |        |        |        |
| Pachoria to the Ganges river (a)  | 6.00   |        |        |
| (vii) Nagda-Muttia—   |        |        |        |
| Kotah to Baran  | 40.00  |        |        |
| Kotah to Muttia   | 208.48 |        | 248.48 |
| (viii) North Western—   |        |        |        |
| Kacha Garhi to mile 29  | 23.00  |        |        |
| Lodhran to Khauwal  | 60.69  |        |        |
| Shorkot Road to Chichokli   | 130.80 |        | 200.99 |
| Thal to Parachinar  | 60.00  |        |        |
| (ix) Oudh and Rohilkhand—   |        |        |        |
| Bakura to Sitapur   | 37.12  |        |        |
| Bos to Sitapur  | 61.38  |        | 98.50  |
| (x) Bengal-Nagpur—  |        |        |        |
| Sil to Gurumehini   | 44.00  |        |        |
| Vizianagram to Raipur   | 310.02 |        | 354.02 |
| (xi) East Indian—   |        |        |        |
| Barharwa to Katwa   | 99.14  |        |        |
| Bhagalpur to Buxi   | 31.04  |        |        |
| Borohuck to Sodepur   | 4.50   |        |        |
| (xii) Chord line between the East Indian and Oudh and Rohilkhand State Railways near Mochal Sarai |        |        |        |
| Ghat line to Dholian  | 1.08   |        |        |
| Ghat line to Sujimpara  | 2.50   |        |        |
| Houghly to Katwa  | 66.20  |        |        |
| Mile 17½ from Howrah on the Jharra branch to Chandore   | 4.14   |        |        |
| Tapan to Barabani   | 9.31   |        |        |
| (Salem-Attur (b))   |        |        | 30.06  |
| (xiii) Eastern Bengal—  |        |        |        |
| Bijul to the Brahmaputra river opposite Gauhati   | 60.37  |        |        |
| Kathar to Godagari  | 106.00 |        | 166.37 |
| (xiv) Assam-Bengal—   |        |        |        |
| Kalaia to the Khoosara river  | 16.00  |        |        |
| (v) Burma—  |        |        |        |
| Nekban to Begayet   | 60.25  |        |        |
| Thamaling to Malagaon   | 6.70   |        | 73.93  |
| (vi) Kurmoel Road Kurmoel   |        |        |        |
| Kurmoel Road Kurmoel  | 9.00   |        | 93.00  |
| (vii) South Indian—   |        |        |        |
| Portion of the Rameswaram extension   | 3.17   |        |        |
| Tanzachumadam to Port Amphill   | 1.21   |        |        |
| Tirupachettai to Sivaganga  | 9.00   |        | 13.88  |
| (viii) Turbott—   |        |        |        |
| Bhagalpur-Kachery to Bhagalpur  | 0.79   |        |        |
| (ix) A Dibru-Badia—   |        |        |        |
| Talup to Sakthia Ghat   |        |        | 8.20   |
| (x) B. Bengal and North-Western—  |        |        |        |
| Barhwal to Sitapur  |        |        | 69.20  |
| (xi) Jullundur-Kapurthala-Sultanpur (British section)—  |        |        |        |
| Jullundur to the British Frontier (c)   |        |        | 6.60   |
| (xii) Goudia-Chanda (2' 6")—  |        |        |        |
| Goudia to Chanda (b)  | 148.05 |        |        |
| Penui (Brahmapur) to Nagpur (a)   | 63.75  |        | 211.80 |
| (xiii) Jubbulpur-Goudia Extension (2' 6")—  |        |        |        |
| Nainpur to Mandia   |        |        | 25.14  |
| (xiv) A. Howrah-Amia Light (2' 0")—   |        |        |        |
| Ampur to Chomendanga (a)  |        |        | 9.00   |
| Ampur to Rajbhat (b)  |        |        | 3.50   |
| (xv) Dwara-Therra Light (2' 6")—  |        |        |        |
| Dwara to Maplen (d)   | 13.50  |        |        |
| Munlong to Therra (e) (f)   | 4.00   |        | 19.50  |
| (xvi) Shahdara (Delhi) Saharanpur Light (2' 6")—  |        |        |        |
| Barant to Meerut  |        |        | 30.00  |
| (xvii) A. Catch (2' 6")—  |        |        |        |
| Anjar to Rhal   |        |        | 28.38  |
| (xviii) B. Gwalior Light (2' 6")—   |        |        |        |
| Shahdara to Shilpur   |        |        | 66.50  |
| (xix) C. Jullundur-Kapurthala-Sultanpur (Native State section)—                                   |        |        |        |
| Sultanpur to the British Frontier (c)   |        |        | 2.08   |

(a) Constructed but not worked.

(b) Commencement of work not authorized.

(c) Commencement of work not authorized and question of gauge not finally settled.

(d) Completion deferred.

## APPENDIX 41.

No. 514 R. C. of 1896.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY CONSTRUCTION.

Simla, the 17th April 1896.

**Terms on which the Government of India are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.**

Read—

Public Works Department resolution No. 924 R.C., dated 15th September 1893.

Public Works Department resolution dated 29th March 1895.

**OBSERVATIONS**—Many of the applications made under the above resolutions show that the terms for the construction of branch or feeder lines of railway have not been fully understood.

The Government of India have accordingly resolved to cancel the previous resolutions above quoted upon this subject, and to issue a fresh resolution embodying a summary of the concessions which (the previous assent of any railway company concerned having been first obtained) they are now prepared to give for the construction of branch or feeder railways, such concessions being usually confined to lines not exceeding 100 miles in length.

2. It should be clearly understood that these concessions are not applicable to the larger or more important railways or to mountain branches, for which separate negotiations are in all cases necessary.

**RESOLUTION.**—Branch lines forming feeders, whether to State lines worked by the State or to railways worked by companies, will ordinarily be made by the main line administrations who shall have a prior right to construct them.

The Government of India will, from time to time, publish a list of branch lines for the construction of which they are prepared to receive tenders.

They will consider and dispose of any application for the inclusion in the said list of any other line which can properly be described as a branch or feeder line, and which does not, except in special circumstances, exceed 100 miles in length.

2. Proposals for the construction of branch lines under this resolution must conform to the following terms and conditions :—

- (i) Applicants must satisfy the Government that they are in a position to command substantial financial support.
- (ii) The gauge to be adopted must be approved by the Government in each case.
- (iii) The proposed railway shall be subject to the provisions of all Acts of the Legislature applicable to Indian railways.
- (iv) The proposed railway shall be built in accordance with the fixed and moving dimensions for the time being prescribed by the Governor General in Council, and on plans and estimates that have been approved by that authority. The route of the line, the situation of stations, and other similar details shall be subject to approval by the Government.

APPENDIX 41—*contd.*

- (v) The line, while under construction, shall be inspected when and so often as an inspecting officer appointed for that purpose by the Government may consider desirable with a view to ensure the construction of the line up to the standard agreed upon.
- (vi) Inasmuch as these railways are chiefly required for the development of country hitherto deficient in means of communication, and the anticipated profits may not therefore at once be fully realised the Government of India are prepared to give financial assistance as set forth below. Proposals for financial concessions may be made in one or other of the following alternative forms:—

- (a) It may be stipulated that, after the opening of the railway for traffic, the Government shall guarantee out of the revenues of India a fixed yearly minimum dividend in rupees on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, with such share of the surplus net profits as may be agreed upon. The minimum dividend to be guaranteed in each particular case will depend upon consideration of the circumstances, but for the present no offer will be entertained that requires a guarantee exceeding 3 per cent. ; or

- (b) It may be provided that a payment be made to the branch company by the main line to the extent necessary, together with the branch company's share of branch earnings [see section (6) of paragraph 3] to give the branch company a dividend of  $3\frac{1}{2}$  per cent. per annum on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, provided always that the payment so made to the branch company shall in no case exceed the net earnings of the main line from traffic interchanged with the branch. This rebate will be granted from the first earnings of revenue by the branch, such payment being calculated at the close of the year, payments on account, however, subject to adjustment, being permissible at the close of the first-half of each year. The net earnings of the main line from traffic interchanged with the branch are assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole system including the branch bear to the gross earnings thereof. If the net earnings of the branch line equal or exceed  $3\frac{1}{2}$  per cent. on the actual expenditure as above, the whole of such earnings will go to the branch company.

In either of the above cases, (a) or (b), if the capital is raised in sterling the capital to be entered in rupees in the company's books in India shall be the actual amount realised in rupees from time to time by the several remittances of funds to provide for expenditure in India, together with the sterling outlay from time to time in England converted into rupees at the average rate of exchange obtained by the Secretary of State for his remittances during the half-year preceding that in which the outlay shall have been incurred, and the capital expenditure in rupees on which the interest is from time to time to be calculated for the purposes of the guarantee or rebate, as the case may be, shall be the total outlay whether in India or England up to any such time as thereto charged.

- (vii) The general character of the supervision and control that will be exercised by the Government over the branch railway, apart from

APPENDIX 41—*contd.*

the provisions of the Railways Acts and the preceding provisions of this resolution, shall be as follows:—

- (a) No capital expenditure by the branch railway company will be allowed as between the Secretary of State and the company unless the prior sanction of the Secretary of State shall have been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Secretary of State or to borrow money except within a fixed limit and on specified conditions.
  - (b) The branch railway company, if required, shall keep capital accounts and statistics in forms approved by the Secretary of State; and shall render, free of cost, all accounts and statistics required by the Government. The accounts and books will be subject to audit on behalf of Government.
  - (viii) Funds for the execution of new works, properly chargeable to capital, found necessary after the branch railway has been opened to public traffic shall be provided by the branch railway company. Such works and their cost shall be agreed upon between the branch railway company and the main line administration before they are put in hand. In the event of any difference of opinion arising between the branch railway company and the main line administration as to the necessity for and the cost of any new work, the matter shall be referred to the Director of Railway Construction as arbitrator, and his decision shall be final.
  - (ix) The rates and arrangements in force on State railways in the matter of services rendered to all departments of the State shall apply.
3. The following are the principal additional concessions admissible for branch or feeder railways for the construction of which tenders may be invited:—
- (1) The Secretary of State for India in Council, or the Government of India, respectively, will permit the charge of interest, at a rate to be agreed upon in each case, during construction to the capital account of the railway under the terms of the Indian Railways Act of 1894 (57 and 58 Vict., chapter 12), or the Indian Railway Companies Act, X of 1895.
  - (2) The land required for the construction of the branch railway will be provided free of cost. Such grant shall not include land required for quarrying, ballast, brickfields and kindred purposes.
  - (3) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the usual charges for such works.
  - (4) The results of existing surveys will be made available free of charge. When desired, fresh surveys will be made by the Public Works Department\* of the Government of India of any branch railway on the applicants depositing the estimated cost thereof in a Government Treasury, on the understanding that no preferential claim to a concession is thereby established. If permission be eventually given for the construction of the line the actual cost of all such surveys, as well as of those made at the cost of Government, may be included in the capital cost of the railway. No responsibility will be accepted by Government for the accuracy of any survey, plan, estimate, or other information supplied.
  - (5) The branch railway may be constructed by the main line administration, and will be maintained and worked by that administration, during the full currency of the contract to be entered into for the purpose, at a fixed ratio of expenses to earnings in each half-year. The ratio will, when the branch railway is of the same gauge as that of the working railway, usually be that obtaining on the whole system as from time to time existing.

\* These will now be made by the Railway Board.

APPENDIX 41—*contd.*

including the branch railways, but will not exceed 50 per cent. of the gross earnings of the branch from all sources, and will be inclusive of charges for the use of the main line rolling-stock.

(6) Such expenses on account of the Board of Direction of the branch line railway company as may be incurred with the sanction of the Secretary may be charged—

(a) during construction to the capital account of the branch line company ;.

(b) after opening, and until the minimum dividend under paragraph 2 (vi) (a) or (b) is received by the branch line company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working railway ; and

(c) thereafter out of the general receipts of the branch line Company.

(7) Railway materials for the branch railway will be carried over State lines at the special rates prescribed for such materials belonging to State railways.

4. The Government of India reserve the right to purchase all such branch railways at the expiry of 21 years or at subsequent intervals of 10 years on 12 months' notice, the purchase price being 25 times the yearly average net earnings, not including rebate payments of the three years preceding the purchase, with a maximum price of 120 and a minimum of 100 per cent. of cost price on a rupee basis.

5. The Government also reserve—

(i) the right to fix and vary from time to time the classification of goods, and maximum and minimum rates for each class of goods, as well as of passengers ; and

(ii) a general control in respect to the number and timing of trains.

6. Applications for concessions to construct branch railways under the terms of this resolution should be submitted in the form prescribed by memorandum A hereto attached, to the address of the Secretary to the Government of India, Public Works Department\*.

7. Applications for fresh surveys to be carried out on the terms detailed in condition 3 (4) above should be submitted in the manner prescribed by Memorandum B hereto attached, to the address of the Secretary to the Government of India, Public Works Department\*.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh and the Punjab.

The Chief Commissioners of the Central Provinces, Burma and Assam.

The Resident at Hyderabad.

The Resident in Mysore.

The Agents to the Governor General in Central India, Rajputana and Baluchistan.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

The Accountant General, Public Works Department.

ORDER.—Ordered that this resolution be forwarded for information to the Local Governments and Administrations and to the Officers marginally noted.

Also that it be published for general information in the *Gazette of India*.

W. S. S. BISSET, Col., R. E.,

Secretary to the Government of India.

*Documents accompanying.*

*Enclosure No. 1.*—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with form A and Appendices A, B and C.

*Enclosure No. 2.*—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway at their expense by the Public Works Department.

\* Such applications should now be addressed to the Railway Board.

APPENDIX 41—*contd.*

Enclosure No. 1 (with Form A and Appendices A, B and C) to Government of India resolution No. 514 R. C. of 1896.

## MEMORANDUM A.

**For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by the State or to railways worked by companies.**

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.\*

2. All such applications shall be printed, and shall be drawn up, as far as may be, in form A attached hereto, and shall specify—

- (a) the company, person or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share;
- (b) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;
- (c) the length, so far as known, of the proposed railway;
- (d) the gauge, the weight of rails, etc.;
- (e) the motive power to be employed;
- (f) the maximum tolls, rates, and fares proposed to be charged on the projected railway;
- (g) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing railway administration under which the proposed line, when constructed, is to be leased out for working by such railway administration, the exact nature and terms of such agreement;
- (h) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Lists will be published from time to time of the branch railways forming feeders, whether to State lines worked by the State or to railways worked by companies, for the construction of which the Government of India are prepared to receive tenders. Copies of such lists can be obtained on application addressed to the Secretary to the Government of India, Public Works Department.\*

6. Upon written application to the Director of Railway Construction permission will also be accorded to inspect, at all reasonable hours, the detailed plans, sections and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch railways, the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

7. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

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\* Such applications should now be addressed to the Railway Board.

## APPENDIX 41.—contd.

## Form A.

*To accompany all applications for leave to construct a branch or feeder railway in any part of British India.*

| Nature of particulars to be specified.  | Particulars.   |
|---|--|
| 1 The name of the company, person, or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share.   |  |
| 2 The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.  | <i>Reference to an appendix (vide appendix A) may be here given, if necessary.</i> |
| 3 The length, as far as known, of the proposed railway.   |  |
| 4 The gauge proposed and weight of rails, etc.  |  |
| 5 The motive power to be employed.  |  |
| 6 The maximum tolls, rates, and fares, intended to be charged on the proposed railway.  | <i>Reference to an appendix (vide appendix B) may be here given, if necessary.</i> |
| 7 Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing railway administration. | <i>Reference to an appendix (vide appendix C) may be here given, if necessary.</i> |
| 8 Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.   |  |

## Appendix A.

*Alignment of proposed branch railway.*

**From** \_\_\_\_\_ **to** \_\_\_\_\_

*Principal towns and districts of provinces through which the projected railway will pass.*

[illegible]

## APPENDIX 41.—contd.

## Appendix B.

*Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.*

|   | Maximum.<br>Pies per mile.                              | Minimum.<br>Pies per mile.                              |
|---|---|---|
| <i>Passenger fares—</i>   |   |   |
| 1st class . . . . .   | ...   | ...   |
| 2nd class . . . . .   | ...   | ...   |
| Intermediate class . . . . .  | ...   | ...   |
| 3rd or lowest class . . . . .   | ...   | ...   |
|   | Maximum.<br>Pies per maund<br>per mile.                 | Minimum.<br>Pies per maund<br>per mile.                 |
| <i>Luggage</i> . . . . .  | ...   | ...   |
|   | Maximum.<br>Pies per mile.                              | Minimum.<br>Pies per mile.                              |
| <i>Carriages—</i>   |   |   |
| Single carriage . . . . .   | ...   | ...   |
|   | Maximum.<br>Pies per truck.                             | Minimum.<br>Pies per truck.                             |
| Two or more carriages on one truck . . . . .  | ...   | ...   |
|   | Maximum.<br>Pies per mile.                              | Minimum.<br>Pies per mile.                              |
| <i>Horses—</i>  |   |   |
| Single horse . . . . .  | ...   | ...   |
|   | Maximum.<br>Pies per 50<br>miles or portion<br>thereof. | Minimum.<br>Pies per 50<br>miles or portion<br>thereof. |
| <i>Dogs—</i>  |   |   |
| Each . . . . .  | ...   | ...   |
|   | First 100 miles.<br>Annas.                              | Every additional<br>100 miles.<br>Annas.                |
| <i>Parcels—</i>   |   |   |
| Not exceeding 5 seers or 1 cubic foot . . . . .   | ...   | ...   |
| " " 10 " 2 cubic feet . . . . .   | ...   | ...   |
| " " 20 " 4 " " . . . . .  | ...   | ...   |
| " " 30 " 6 " " . . . . .  | ...   | ...   |
| " " 40 " 8 " " . . . . .  | ...   | ...   |
| For every additional 10 seers or 2 cubic feet or portion<br>of 10 seers or 2 cubic feet . . . . . | ...   | ...   |
|   | Maximum.<br>Pies per maund<br>per mile.                 | Minimum.<br>Pies per maund<br>per mile.                 |
| <i>Goods rates—</i>   |   |   |
| 5th class . . . . .   | ...   | ...   |
| 4th " . . . . .   | ...   | ...   |
| 3rd " . . . . .   | ...   | ...   |
| 2nd " . . . . .   | ...   | ...   |
| 1st " . . . . .   | ...   | ...   |
| *Coal, edible grain, and other low-priced staples to be<br>carried at special rates . . . . .     | ...   | ...   |

APPENDIX 1.—*contd.*

## Appendix C.

*Working of proposed branch railway.*

No agreement has yet been arranged with any existing railway administration under which the projected branch railway is to be worked ; but when completed, it is proposed to offer the working to the \_\_\_\_\_ Railway Company on the following terms :—

(i) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(ii) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(iii), etc., \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## APPENDIX 11—contd.

Or

It has been provisionally arranged with the \_\_\_\_\_ Railway Company to work the projected branch railway, when completed, on the following terms:—

(i) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(ii) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

(iii), etc., \_\_\_\_\_

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\_\_\_\_\_

## APPENDIX 41—concl'd.

Enclosure No. 2 to Government of India resolution No. 514 R. C. of 1896.

## MEMORANDUM B.

**For the guidance of persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at their expense by the Public Works Department\*.**

1. All applications for the survey of proposed branch or feeder railway routes in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.†

2. All such applications shall specify—

- (a) the company, persons, or syndicate by whom the application is preferred;
- (b) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;
- (c) the length, so far as known, of the proposed railway;
- (d) the gauge and the motive power to be employed;
- (e) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing railway administration, the nature of the contemplated agreement shall be specified.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show its general course and direction.

4. If the detailed plans and estimates are submitted to Government, these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Upon written application to the Director of Railway Construction permission will also be accorded to inspect at all reasonable hours the detailed plans, sections, and estimates, at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch or feeder railways the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

\* These will now be carried out by the Railway Board.

† Such applications should now be addressed to the Railway Board.

## APPENDIX 42.

## Communication between passengers and the guards and drivers of trains.

No. R. T. <sup>351</sup>/<sub>7</sub>.

## RAILWAY BOARD.

To

THE SECRETARIES TO THE GOVERNMENTS OF MADRAS, BOMBAY AND BURMA, PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH.

THE SECRETARIES TO THE GOVERNMENTS OF BENGAL, THE UNITED PROVINCES, AND EASTERN BENGAL AND ASSAM, PUBLIC WORKS DEPARTMENT.

THE HONOURABLE THE RESIDENT AT HYDRABAD.

THE HONOURABLE THE AGENT TO THE GOVERNOR-GENERAL FOR RAJPUTANA.

THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA AND LUCKNOW.

*Simala, the 27th June 1906.*

I am directed by the Railway Board to inform you that they have had under consideration the necessity for the provision of an effective means of communication between passengers and the guard and driver of the train, and after a very careful consideration they are of opinion that the type of such communication, which is now in general use in England, should be adopted on the railways in India.

2. The details of the type referred to will no doubt be entirely within the knowledge of the various railway administrations here, but a simple description of it is that—

A chain runs along both sides of the inside of each carriage just below the point where the roof meets the sides. The chain can be easily pulled by any passenger having need for so doing, and the effect of the chain being pulled is to open a small valve connected with the vacuum brake which simultaneously calls the attention of both the guard and driver by decreasing the vacuum and would in time stop the train by the application of the brakes. In addition to opening the valve above referred to, a disc at the outside corner of the carriage is actuated. The normal position of this disc is at right angles to the side of the carriage in a horizontal plane, that is edge on. When actuated by the pulling of the chain the disc revolves into a vertical position, and can be seen from either end of the train and locates the carriage from which the alarm has been given. The system has been found to work in England most satisfactorily and is, comparatively speaking, inexpensive.

3. The Railway Board have, therefore, given orders to the three State-worked railways, *viz.*, North-Western, Oudh and Rohilkhand, and Eastern Bengal, to at once apply this means of communication to all new and re-built stock for all classes of passengers, and in addition the communication will also be fitted to all existing stock of all classes as rapidly as possible.

4. It will be readily understood that in a matter of this kind uniformity, which also means interchangeability between all classes of stock of the same gauge, is a vital necessity and as the type of communication approved by the Board has stood the practical test of experience satisfactorily, they desire that the type shall be made universal so far as the railways in India are concerned.

## APPENDIX 12—concl'd.

5. The Railway Board consider the provision of an effective means of communication between passengers and guards and drivers a matter that affects the safety of the public travelling by railways, and under Section 62, Chapter VI of the Indian Railways Act of 1890, they require all railways to adopt the above type of communication on all classes of their carriages now under construction or to be built either as additions or renewals, and that such type of communication be fitted to all existing carriages of all classes within two years from the date hereof.

Nd. R. T. <sup>351</sup>/<sub>8</sub>, dated Simla, the 27th June 1906.

Copy forwarded to the Managers, North-Western, Oudh and Rohilkhand, and Eastern Bengal State Railways, for information and necessary action.

## APPENDIX 43.

## Rules for the design and inspection of Signalling and Interlocking.

No. R. S. 87—3.

## RAILWAY BOARD.

1. THE CONSULTING ENGINEERS FOR RAILWAYS, MADRAS, BOMBAY AND BURMA.
2. THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA AND LUCKNOW.
3. THE MANAGERS, NORTH-WESTERN, OUDH AND ROHILKHAND AND EASTERN BENGAL STATE RAILWAYS.

*Simla, the 17th August 1906.*

With reference to correspondence ending with

11th April 1905.  
 2nd March 1905.  
 dated 1st December 1905.  
 6th March 1905.  
 18th January 1905.

Senior Govt. Inspector's No. 1508, dated  
 your No. 890, dated  
 Senior Govt. Inspector's No. 2404-70-C.R.,  
 Senior Govt. Inspector's No. 1092, dated  
 your No. 381-T., dated

I am directed to forward herewith a set of rules for the design and inspection of Signalling and Interlocking, and to say that the object in compiling these rules is to guide signalling manufacturers in meeting the requirements of Railway Administrations and Government Inspectors in passing the installations put up for ensuring safety to traffic. These rules take the place of the orders which were issued in Director of Railway Construction's No. 251-R.S. dated 17th February 1902, and Rules referred to in questions 47 and 50 in Form IX mentioned in Chapter II, Section (2) of the Rules for the Inspector of Railways prior to opening.

2. I am accordingly to say that the Railway Board authorise their adoption and will take the opportunity to include them in the next edition of the Rules for Inspection of Railways prior to opening.

*Documents accompanying.*

Set of Rules referred to.

## APPENDIX 43—contd.

## SIGNALLING AND INTERLOCKING.

## SECTION I.

*The following conditions are essential to any system of interlocking.*

1. It shall not be possible to lower conflicting signals, at the same time.
2. Warning Signals, Home Signals, Routing Signals, and Starting Signals, where provided, shall be interlocked with the points in the station, so that it shall not be possible to lower any such signal until—
  - (i) all points on the running road are properly set,
  - (ii) all facing points on the running road are locked by a lock fixed at the points,
  - (iii) all points giving access to the running road from sidings and goods lines are so set as to prevent the running road being fouled,
  - (iv) level crossing gates, if controlled, are locked across the roadway.
3. With reference to rule 2 above, the lowering of the Signal shall prevent—
  - (i) the position of any of the points or traps referred to being altered, or
  - (ii) any facing points or gates being unlocked, until the Signal is again put to danger.
4. When all signals are at "Danger," all points, which would be locked by the lowering of such signals, must be free for shunting purposes.
5. The arrangement of Facing Point Locks must be such that the points cannot be or become unlocked whilst a train is passing over them.
6. Facing Points which cannot be protected by trap switches from being burst trailing, must be detected each time the Home Signal is lowered.
7. It must be impossible to lower a Warner until all Main Line Signals in advance have first been lowered, the lowering of the Warner must back lock such signals except that when the Outer is worked from the points and the Warner from the cabin or platform, the Warner need not back lock the Outer.
8. When the Outer Signal is worked from the points and the Home Signal from the cabin or the platform, it shall not be possible to lower the Outer until the Home has been lowered, and the lowering of the Outer shall not back lock the Home. The arrangement must be such that when the Home is put back to danger the Outer shall be automatically returned to danger. Except that if desired, arrangements may be made to allow of the interlock between the Outer and Home Signals being released, under the control of the Station Master for the purpose of bringing a train up to the Home Signal.
9. Points and Facing Point Locks must be worked by rodding and not by wire or other flexible connection.
10. The normal position of every signal shall be at danger, except in the case of Calling-on arms, and no Signal shall be used unless it is constructed to stand at, or return to, the normal position in case of failure of any part of its connections.
11. The arrangement must be such that the control effected by the interlocking cannot be vitiated even if a signal wire be out of adjustment or forcibly stretched.
12. The locking in a lever frame must act as soon as a lever is moved, and release must not be effected until it reaches the end of its travel.
13. All Facing Points must be fitted with an efficient gauge tie bar at the nose of the switches and be provided with double stretcher bars.

## APPENDIX 43—contd

## SECTION II.

*It is desirable that the following conditions should be complied with.*

14. The design of a station yard should be such as shall, where possible,\* provide for the isolation of running roads from each other, and from all sidings and goods lines. But where the connection of sidings and goods lines with a running road is direct, and no other means, therefore, exists of denying access to such running roads to vehicles on a siding, traps must be provided on the siding and shall be treated as points as in rule 2 (iii) above. Such traps shall be protected by signals or indicators, and shall be fixed at a sufficient distance short of the fouling point, and in such a position as regards the side of the track on which they are fitted, as shall ensure that an engine or vehicle derailed at the trap shall not foul the running road. An efficient derailling scotch block shall be considered a trap for the purpose of this rule. For the purpose of this rule and of Rule 2 above all loops or lines which are not signalled for running trains shall be considered as sidings.

15. Except where *duly qualified* Cabinmen are employed the Station-Master must be provided with an efficient control, so that it shall be impossible for any signal controlling the movements of trains approaching or leaving the station, to be lowered without his consent and *co-operation*. In the case of crossing stations on Single Line no mechanical control shall be considered efficient unless it provides for the *independent* control of each of the Home Signals.

16. When Signals are fixed some distance in advance of Facing Points to which they refer, the arrangement should be such as to render it impossible, within reasonable limits, to put the Signal to Danger behind a train and then unlock the points before the train reaches them.

17. The *act* of putting the Warner to Danger must not release the trailing points at the far end of the station.

18. The *counterweights* of Signals should be fixed high up the post out of reach, unless the arrangement is such that the signal cannot be lowered by raising the counterweight.

19. Ordinary Facing Point Locks shall be provided with a treadle bar of greater length than the greatest distance between two consecutive pairs of wheels in a train. Such bars to rise level with the top of the rail in the case of inside treadle bars, and at least one inch above it in the case of outside bars, in the centre of the travel.

20. All Facing Points, the locks of which are actuated by separate levers and which are locked in *either* position, shall be provided with efficient detectors working in connection with the signals controlling trains running over such points in the facing direction. \*

21. All Facing Points which are worked and locked by the same lever shall be provided with efficient detectors working in connection with the signals controlling trains running over such points in the facing direction.

22. When points are not locked from the place from which the signals are worked, the control by means of any detectors fitted to such points should extend to the locking arrangements as well as to the actuation of the points.

23. Except with the previous sanction of the Government Inspector, the following maximum distance at which points may be worked from the lever shall not be exceeded :—

|   |     |            |
|---|-----|------------|
| Trailing Points, or Facing Points, worked by a separate lever | ... | 300 yards. |
| Facing Points worked and locked by the same lever             | ... | 200 yards. |

22. Rodding must be properly compensated in all cases where the lead exceeds 80 feet.

25. In the case of Key-locked Facing Points the locks shall be so placed as to be inaccessible during the passage of a train over them unless the

APPENDIX 43—*contd.*

arrangement is such that the key, being required for the release of the Signals, cannot be brought to the points when Signal is "Off" or for an appreciable time after it has been put to Danger.

\* 26. Key locks where used must be connected to the track in such a manner as to ensure the necessary rigidity.

27. Important Signals should be fixed in such position, and at such height above rail-level, as will ensure their being *clearly seen* by Drivers, having regard to the nature of the background and relative height of Subsidiary Signals. Every Signal must, if possible, be visible from the Signal cabin or point from which it is worked, otherwise efficient *repeaters* should be provided.

28. All interlocking gear must be of strong and substantial construction. The apparatus must be such as can easily be maintained in an efficient condition under ordinary conditions of working.

## SECTION III.

*Instructions regarding Signals and Interlocking gear generally.**Locking frames and cabins.*

29. The locking in a frame should be compactly arranged, and should not occupy such space in front of the levers as will prevent the cabinman having the best possible view of the railway, nor such space at the back as will prevent him standing well up to the levers. The locking should be easily got at for cleaning, lubricating, alterations or repairs, as far as possible without interfering with the working of the frame. There should be as few wearing parts as possible, and all parts should be interchangeable. The frame should not only be effective in working, but should be strong, durable, as simple as possible in construction and capable of extension if required.

30. The levers should be painted with distinguishing colours, and each lever in addition to its own number should bear the numbers of the levers which must precede it, in the proper order. In the case of tappet locking the arrangement must be such that no lock can enter a notch other than that for which it is intended. A sufficient number of spare levers should be provided.

31. When points and signals are worked from signal cabins, these should be at such height above rail level as will ensure the Signaller having a good view of the points and signals under all conditions.

32. The fixed lights in signal cabins should be screened off so as not to show in the direction of approaching trains.

33. Each signal cabin should be provided with a clock and with a proper diagram showing the arrangement of points and signals worked from the cabin in their normal position, with their numbers.

*Signals.*

34. Signals shall be used whenever and wherever they are ordered by special instructions.

\* 35. Every Stop Signal shall be fixed at the point at which it is desired the train to which it refers shall stop.

36. A signal arm shall be placed on the left hand side of the post as seen by the Driver of an approaching train to which such signal refers.

37. Signals shall be fixed on the side of the line on which they can best be seen by Drivers of approaching trains, but the left hand side of the track is to be preferred unless the sighting is greatly interfered with.

38. Signal arms shall be painted red with a white bar on the side facing trains to which they refer, and white, with a black bar on the other side. On Warning Signals the bar is to be parallel with the notching.

39. Signal arms referring wholly to lines which are not used for passenger traffic may be distinguished by rings.

APPENDIX 43—*contd.*

40. Signal arms not in use shall be distinguished by having two crossed bars attached to them, and must remain fixed at Danger.

41. Where two or more lines diverge, the Signal shall be fixed on a bracket post.

42. Where two or more lines converge, the Signals shall, where possible, be fixed on separate posts.

43. But in both the above cases, where the number of Signals is considerable, they may be fixed on separate posts or dolls carried on a signal-bridge provided for the purpose.

44. In the case of all bracket or bridge signals, the left hand Signal shall refer to the left hand road, the second Signal from the left to the road next the left hand road, and so on.

45. Signals on brackets and bridges shall be distinguished as much as possible by *grouping* and by making the more important Signals *higher* than the less important.

46. Signals referring to parallel tracks should as far as possible be arranged in transverse line.

47. Signals should be so fixed that the distance between the lamps of adjacent Signals shall in no case be less than 6 feet, except in the case of platform starting, or other subsidiary Signals.

48. Not more than one Signal referring to trains moving in the same direction (whether on the same track or on separate tracks) shall be placed on the same post, unless—

(a) there be only two Signals on the post and the lower Signal is a Warner fixed from six to seven feet below the other Signal, or

(b) the lower Signal is a Co-acting Signal or Calling-on Signal fixed at least fifteen feet below the next Signal, or

(c) the sanction of the Government Inspector has been obtained.

49. Important Signals should ordinarily have the arm not less than 24 feet above rail-level, and should conform to the following minimum dimensions:—

|                                |     |     |     |       |
|--------------------------------|-----|-----|-----|-------|
| (i) length of arm from spindle | ... | ... | ... | 4' 6" |
| (ii) width of arm              | ... | ..  | ... | 10"   |
| (iii) diameter of front lens   | ... | ... | ... | 5"    |

50. Platform or loop starting Signals, and subsidiary Signals generally shall have a *short* arm fixed, as a rule, not more than 18 feet above rail level.

51. Pulleys for wire must be of such construction that the wire cannot be jammed between the pulley and bracket.

52. Lofty Signals, or Signals in exposed situations, should be guyed; means for adjustment of guys should also be provided.

53. Signal connections should be of approved pattern galvanized strand or solid steel wire. The stakes for carrying wire should not be more than 36 feet apart. Junctions of wire with chain or shackles to be made with thimbles.

54. Every angle wheel should be provided with not less than 3' 6" of chain (not less than  $\frac{1}{4}$ "), the ends of chains to be provided with split links.

55. Signal wires should be provided with adjusting screws, but where the lead exceeds 1,000 ft. an efficient regulator to be provided, placed so as to be within easy reach of the man working the signals.

56. Electric Signal Repeaters where provided should be of the three position type.

57. The Front lenses of subsidiary Signals, and the back lights of all Signals, are to be as small as possible consistent with efficiency.

### APPENDIX 43—*contd.*

58. (1) Every fixed Signal, the light of which cannot be seen from the point from which the Signal is worked, must be provided with a back-light or tell-tale, by which the Station-Master may see whether the light is burning or not.

(2) Back-lights of Signals must show a small white light when "on" and no light at all in any other position.

(3) When a Warner is used by itself, its fixed green light must show a white back-light.

59. The lamps of all Signals should be fixed and ladders provided for lighting and cleaning them. Except under special instructions the front spectacle frame must be rigidly attached to, and work on the same spindle as the Signal arm.

60. Miniature and Dwarf Signals used to control shunting shall show the same front and back-lights as are prescribed for Signals, but front lenses shall not be more than 3" diameter or back lenses more than 1½" diameter.

61. Point indicators shall show a white light for the straight and green for the turn-out in both directions.

62. Point indicators used to protect and indicate the position of traps shall show a red light in front when the trap is open and green when it is closed; back-lights, white when the trap is open, green when the trap is closed.

#### *Points.*

63. Facing Points should be avoided as far as possible, but when they cannot be dispensed with they must be placed as near as practicable to the levers by which they are worked or locked.

64. Adjusting cranks should be used on the last connection to each pair of points Facing Point Lock, or other apparatus worked by rodding.

65. Travelling rollers of approved pattern should be used for all rodding connections and be fixed not less than 7 feet apart.

66. An adjusting screw or turnbuckle should be provided in each rod connection.

67. Where detectors are used it must not be possible for a detector slide to enter a notch other than that which it is intended for.

68. The keys used in key-locking should be of such a size as to minimise the chance of their being mislaid or broken.

#### SECTION IV.

##### *Instructions for Government Inspectors.*

When inspecting an interlocking installation, the Government Inspector must satisfy himself upon the following points:—

1. That the locking in the frame corresponds with that shown on the locking table.
2. That the diagram correctly represents the arrangement of the yard, especially as regards the normal position of points.
3. That before any Signal can be lowered, the running road to which it refers must be correctly made and locked, and that after the Signal has been lowered, no points or traps giving access to that road from sidings can be moved so as to allow the running road to be fouled.
4. That conflicting Signals cannot be lowered at the same time.
5. That all Signals are visible from the cabin or frame, or are provided with efficient repeaters.
6. That the Signaller has a good view of all points worked from his cabin.

## APPENDIX 43—concl'd.

7. That Signals come fully ~~to~~ when lowered, and return freely to the danger position.
8. That when there are slotted or controlled Signals, the Signal can be returned to danger freely, by either of the levers by which it is controlled.
9. That in the case of a stop arm controlling a Warner below it, the Warner cannot be lowered unless the upper arm is "off," and that when the upper arm is put to danger the Warner, if "off" returns freely to danger, as well as the upper arm.
10. That Facing Point Locks are so set that the insertion of a  $\frac{3}{16}$  inch rod between the switch and stock rails, 6 inches from the nose of the former, prevents the points being locked.
11. That Facing Point Lock Plungers when withdrawn, clear the Stretcher blade by not more than  $\frac{1}{2}$  inch, and that the stroke of the plunger is not less than 6 inches.
12. That all switch and lock movements are adjusted to make full travel and require a lever to spring connections slightly before it is fully home.
13. That switches are adjusted to come tight against stock rail.
14. That when detectors are fitted each switch rail is detected independently either by separate detector blades or by means of a floating lever. Except that where a Facing Point Lock locks each switch independently separate detector blades are not necessary.
15. That treadle bars are of proper length as laid down in the rules given above, and rise to the full height in the centre of the travel.
16. That all cranks, locks, detectors, compensators, wheels, etc., are securely fixed to substantial bases fixed in concrete or attached to the sleepers.
17. That rod rollers are attached to timber cast-iron or stone blocks, or branches, let sufficiently into the ground to secure the necessary rigidity.
18. That leading off gear of cabins is securely fixed to heavy timber, or concrete.
19. That proper rules or instructions are provided for working.
20. No Interlocking Installation shall be passed by a Government Inspector unless the conditions laid down in Section I are fully complied with. But *unrestricted* speed through stations should not be allowed unless the conditions specified in Section II are complied with as well. It will be open to the Government Inspector to impose a restriction, if he judges it to be necessary, in cases where any of the Rules laid down in Section III have not been complied with.











